

# Renault Megane RS Lux EDC



By [Ilse van den Berg](#)

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If you find yourself at Aldo Scribante Racetrack in Port Elizabeth and you have the opportunity to hop in the passenger seat with Michael Briggs behind the wheel of a new Renault Megane RS, you don't even think twice.

It's special to witness how this man races around the bends track with such ease, all the while having a grin across his face. And you feel surprisingly safe going at such crazy speeds.



## What's it like?

RS Model versions that will be available include the Megane RS Cup Manual and Megane RS Lux EDC.

We mainly played around in the Sport and Race mode on track and only the Lux version was available for us to drive at launch. It's fun, easy-to-drive and very responsive.



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The new multi-sense mode function gives you five drive settings to choose from using a button on the centre console or via the touchscreen on the dashboard:

- Comfort: specific engine response settings and gearbox shift patterns that reduce fuel consumption

- Normal: a good balance between comfort, acoustics and safety, with an ideal ESP activation threshold for everyday use
- Sport: a sportier disposition, this mode combines more lively response with pleasingly accentuated engine noise, stiffer steering and a delayed ESP activation threshold
- Race: for racetrack driving, the ESP is completely disabled and the settings of the 4CONTROL system deliver even more agile handling
- Perso: allows each driver to customise the settings of the various technologies and driver aids on the vehicle

The four-wheel steering system is described as a world first in the compact sports car segment and we experienced its outstanding agility through tight turns as well as impressive cornering stability at higher speeds.

At low speeds, the rear wheels turn in the opposite direction to the front wheels, up to a maximum angle of 2.7 degrees. At high speeds, the front and rear wheels turn in the same direction, limited to a one-degree angle for the rear wheels.

## **What about engine and safety stuff?**

The new Renault Megane RS is powered by a brand-new version of the 1.8-litre direct injection turbo engine. It develops 205kW at 6,000rpm and a peak torque of 390Nm is available from 2,400 to 4,800rpm.

There are also features such as parking distance control, hill start assist, and cruise control with a speed limiter.

## **What else?**

The interior of the car feels upmarket with a leather steering wheel, comfortable Alcantara-wrapped sports seats, and soft touch carbon fibre weave on the door panels.



I also love the new chequered flag high-performance lights integrated on the front bumper. Equipped with nine LEDs per block, it combines four high-performance lighting functions: side lights, cornering lights, fog lights and long-range high beam lights.



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If we compare the new Megane RS with the Ford Focus ST and the VW Golf GTI, it gives some perspective - especially if you consider the price:

- **Megane R.S.** - 205kW, 390Nm, six-speed ECD and manual, 0-100km/h in 5.8 seconds, four-wheel steer.
- **Ford Focus ST** - 184kW, 360Nm, six-speed manual, 0-100km/h in 6.5 seconds, two-wheel steer.
- **VW Golf GTI** - 169kW, 350Nm, six-speed DSG, 0-100km/h in 6.4 seconds, two-wheel steer.

## How many bucks?

- **New Megane R.S. 280 Cup (205kW Manual): R549,900**
- **New Megane R.S. 280 EDC Lux: (205kW EDC): R549,900**

That's right, they cost the same.

## Conclusion

The new Renault Megane RS isn't trying to slide in under the radar. It is loud, bright (tonic orange and sirius yellow) and wants to be seen and heard because it is beautiful, has smart tech, performs well, and gives you bang for your buck. But perhaps more than that, all it wants you to do is have some fun while being comfortable and safe - on track and off.



Even if you aren't phased by fast cars and roaring exhausts, you can't help but look at the new Megane RS twice. Or maybe even crane your neck to look for a third time. You can try and act like you don't notice it, but you would only be fooling yourself.

## ABOUT ILSE VAN DEN BERG

Ilse is a freelance journalist and editor with a passion for people & their stories (check out Passing Stories). She is also the editor of Go & Travel, a platform connecting all the stakeholders in the travel & tourism industry. You can check out her work here and here. Contact Ilse through her website here.

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