And it looks racey outside too, thanks to KTR side skirts, C-F spoiler, C-F vented bonnet, Clio Cup car front splitter and modified front bumper and mesh grille for the intrusive intercooler. Make no mistake, this is one seriously specced up Clio, brilliantly conceived, and implemented; looks and performance all majorly modified.

This is one angry little car, a hoody in a mood. And it's ready to kick ass, which it does, proving its power supremacy. In a straight line, this car is ballistic and very, very capable of dealing with its 260-300bhp (boost/fuel depending), thanks to the excellent Quaife ATB differential, suspension mods and top tyres.

The drive is a raw, race car like experience – loud, extreme and sorted. Big fun, in a homebrew hero kind of a way. Unique.

Sadly, the Clio broke a wheel bearing, meaning no testing it on its forte, the circuit. I am sure, with its blend of power, grip and grunt in such a lightweight shell, this would have been fun, and ferociously fast. But it broke instead, so I can't say for sure, I'm afraid.

Fellow tester, Jim Cameron adds: 'It's fun. It feels planted and when the boost kicks in at 4,000rpm, it's held strong. It's progressive, precise and there's no torque steer, even with all this grunt available.

Specification
RENAULT CLIO KTR260 TURBO

ENGINE	Two-litre, 16V, DOHC with KTR's own forged pistons, con rods and reground OE Renault crank, ported cylinder head, Garrett T28 roller bearing turbo mounted on a KTR cast exhaust manifold, KTR FMIC & pipework, 480cc fuel injectors, enlarged fuel pump, uprated regulator, KTR ECU map, uprated Iridium spark plugs, custom 3.0in stainless steel exhaust, Viper induction kit
TRANSMISSION	Shot-peened five-speed manual with KTR paddle clutch, Quaife ATB LSD and equal length driveshaft
BODY	KTR's side skirts, C-F spoiler, C-F vented bonnet, Clio cup car front spiltter, modified front bumper and mesh grille
INTERIOR	Stripped-out interior, KTR C-F bucket seats, Sabelt harnesses and gauges, bespoke KTR bolt-in cage, Momo wheel
CHASSIS	Gaz track coilovers, Polyurethane bushes, rose jointed engine stabiliser mount, KTR strut braces, adjustable camber bolts, lightweight Buddy Club P1 15s with 195.50x15 Toyo R888, Brembo grooved front discs, 300mm solid rear drilled discs, braided lines, Padgid blue pads
POWER	260-300bhp, 280lbft
PRICE	£11,000+, spec depending
OVERALL MARK:	

KTR have chucked two years hard R&D at this project, taking it from an n/a 172bhp Clio to a 300bhp, boost-munching, diff-gripping, stripped-out track slag. And it's properly potent – in a straight line. Shame it missed the track test. Huge FMIC shows the KTR260's turbo-nutter roots