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Top gear top 5 hatchbacks

This Focus, if you get the best rear suspension, is the sweetest unit in the mainstream hatch class The B Class is now a real competitor – if an expensive – in the family hatch sector. The new eighth-generation Golf remains the lingua-franca of the hatch world. A finely polished machine defines this sector and should be your standard purchase. You just can't miss. Great, great for driving the new Volvo should be a good car to own. Skoda may have turned things around. You would now recommend an Octavia on a VW Golf or Seat Leon Colored Character in a mute part of the market A job well done. Golf is better, but not by much. Demanding design inside and out doesn't spoil a good attempt at Spain's hatchback to overcome golf golf so far. An elegant, well-equipped and cheaper version of its German cousin A very rational car in standard form, which will make your life easier, but not exciting the move from BMW to RWD to FWD to the new hatch is not bad. This new Series 1 is a good car from the bottom up. Buy without regret: the 3 units, as it seems. Very well balanced indeed. Mazda's new family 3 hatch: little excitement, high in quiet satisfaction An extremely desirable and futuristic mini with a powertrain for everyone. Just watch out for the solid firm ride with no all-rounder tricks that's a little less good at everything than a Golf, but cheaper for it. This is not a luxury sports saloon – it's a luxury limousine dressed in a designer suit the definitive example of solid, sensible and impeccable German kia engineering improves things once again. Refinement, style and interior quality are almost as good as anything out there. Almost... Probably fiat's least interesting car, but that doesn't mean it's worth ignoring if you love a bargain. The Corolla is back, looking better than ever, but still short on fun Neither revolutionary in style nor the most exciting to drive, but a very mature car Page 2 Seat the strongest car in a long time, the Leon is now a golf bait player. Not the most attractive hatch, but as a car for real family life, it could be brilliant A beautiful, fun and fundamentally different hatch. Not as behind the Ford Focus as you think. The Vauxhall hatch is a very competent thing... but a new one peeks around the corner. Connectivity and internal layout take priority over how it drives. For some, this will be perfect While it's still a comfortable and useful hatchback, the movement of the mainstream Cactus C4 has taken away its class hero status it's not that the ASX is really bad by any stretch of the imagination, it's just that its competition is newer. And better. It suffers from exactly the same flaw as all the other Infiniti – the only reason you would buy one is because it is rare-groovedifferent. Not necessarily better. The best MG of the 21 so far. Other weak compliments are available A perfectly capable family hatchback that brings absolutely nothing new to the industry. Why, Nissan? Share Top Top in downtown Lucca The Riviera Hatchback Road Trip was a trip led by Jeremy, Richard and James. It was featured in the 2nd episode of the 17th series of Top Gear. The journey began in Lucca and ended in Monaco. The goal of the trip was to find the best hot hatchback. Introduction & Choices The journey began in the ancient city of Lucca and the presenters presented their cars in the city center. Jeremy brought a Citroen DS3 Racing, Richard bought a Fiat 500C Abarth (which was praised because it's not a proper hot hatch but a supermini instead), and James bought a Renault Clio RS 2.0. Jeremy and James argued with Richard that his car was not a hatchback, but just a convertible. Challenges Challenge 1 - Exit lucca Your first challenge was to leave the city of Lucca. At first, the presenters thought the task was easy, but soon discovered otherwise, as the streets were extremely small and impossible to navigate. Richard decided to abandon his car and find his way out on foot. He later found his way out, but wasted time realising his car. Jeremy ended up being the first to leave, winning the challenge when James got lost and ended up driving over the city wall he was trying to get through. Challenges 2 & 3 - Cathartfighter/Photo Your next challenge was to collect assorted items as you're on your way to Canelli. The items were a dog, a tree give way, a vine, icecubes, a CD from a gas station (but they were not allowed to get out of their cars), a bicycle, and a picture of as many people as they could fit in their cars. The winner was the first person to arrive in Canelli with all the items. To make the challenge even more difficult, they had not received money, but English items to trade to get their items. Richard was unsuccessful and found a dog and as such bought a toy instead. Jeremy won the challenge in the end, while Hammond came in second, and last May. The photo was later marked regardless of the treasure hunt. Challenge 4 - Monaco Grand Prix Jeremy in the tunnel in Monaco For his final challenge, the presenters were told to drive to Monaco - at the same time as the Monaco GP was happening. This was no coincidence, because the challenge required them to run for three laps around the Grand Prix track in their hatchbacks in an attempt to make the lap faster - a challenge that Jeremy, a long-time Formula One hard-time man, called a dream come true he had since he was a kid. As soon as they arrived in Monaco, Jeremy sought advice from former Scottish F1 driver and current BBC F1 analyst David Coulthard, while Richard and James got involved in pre-race parties at the docks (Richard mispronounced German F1 driver Timo Glock as Tim O'Glock.) The next day, the presenters were mentored by some experts (Formula One boss Bernie Ecclestone at Jeremy's DS3R, the head of Red Bull Christian Horner at Richard's 500C, and former Renault team boss Flavio Briatore at James' Clio) before racing around the track in an attempt to post post fastest turn. Even though he started last, Jeremy was able to catch and pass both Richard and James. (Some footage of his laps with Ecclestone, Horner and Briatore were included in the BBC's coverage of the Grand Prix.) Results In the end to the challenge of getting out of Lucca Jeremy scored 10 points, James 2 and Hammond 0 after he was deducted the 5 points he earned by getting out of his car. For the 'treasure hunt' Jeremy scored 5 points, James 1 (he was deducted 1 point for his melting icecubes), and Richard 0 after the 10 points he earned were deducted for not having a real dog (2 points deducted), not having the right kind of tree (2 points), not having a CD (6 points). For the challenge the people in the car Jeremy scored 13, James 12 and Richard 0 after his 14 points were deducted because his staff was kind of in his car as he had the roof open. Finally, for monaco's lap times Jeremy received 10 points for winning with a time of 2min 15sec, James received 2 points for coming in last with a time of 2min 21sec, and Richard scored 5 points for coming in second with a time of 2min 20sec, however, all points were deducted because his car was not a hatchback. Jeremy won the challenge and as such proved that the Citroen DS3R was the best hot hatchback - but what interested the crowd so much while the points were counted was the fact that Richard was continually marked to cancel his scores. Car Lucca Scavenger Hunt Photo Monaco Lap Full Time Jeremy Citroen DS3 Racing 10 5 13 10 (2:15) 38 Richard Fiat 500C Abarth 5 0 10 0 1 4 0 5 (2:20) 5 0 James Renault Clio RS 2 2 1 12 2 (2:21) 17 Community content is available at CC-BY-SA unless otherwise noted. £16,295, 126bhp, 192lb ft, 0-62mph 11.5secs, vmax 122mph, 76.3mpg, CO2 97g/km Look, have a tiger's nose! Wait, does a tiger's nose really look like this, some kind of trapezoidal infinity symbol? It's got a name, too. Good car, mind. Read the full verdict here Volkswagen Golf 1.6 TDI 105Price: £21,190Specs: 105bhp, 184lb ft, 0-62mph 10.7secs, VMax 119mph, 74.3mpg, CO2 99g/km The runaway class leader. He just does what he does better than any other car, whether it's the school race or the highway transport. Buying it is loving it. And to keep for a long time. Read Top Gear's full verdict on the Volkswagen Golf SEAT Leon 1.4 TSI SEPrice: £18,020Specs: 138bhp, 184 lb ft, 0-62mph 8.2secs, VMax 131mph, 54.3mpg, CO2 119g/km SEAT pulled all the stops with the last Leon and is now a car that pushes the Golf hard. A little extra sporting intent, covers all the bases well. Read Top Gear's full verdict on the SEAT Leon Ford Focus 1.0T 125Price: £18,095Specs: 125bhp, 125lb ft, 0-62mph 11.3secs, VMax 120mph, 56.5mpg, CO2 114g/km the hatchback of Britain's best-selling family and it's easy to see why. Even so, the Focus is not as good as it was: a facelift should hopefully fix things. Read Top Gear's full verdict on the Ford Focus Peugeot 308 1.6E-HDIPrice: £18,695Specs: 115bhp, 199lb ft, ft, 10.2secs, VMax 121mph, 76.3mpg, CO2 95g/km East caught us a little surprised. It's a Peugeot, and it's not horrible. Absolutely. Go well, drive well, be fine. A return to the Peugeots of old. Read Top Gear's full verdict on the Peugeot 308 Honda Civic 1.6 i-DTECPPrice: £20,920Specs: 120bhp, 221 lb ft, 0-62mph 10.5secs, VMax 129mph, 78.5mpg, CO2 94g/km Yes, it's very cleverly packed, and yes, you need a degree in advanced electronic engineering to make panel head or tail. New strap 1.6 diesel. Read Top Gear's full verdict on the Honda Civic Civic

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