1 **Six-speed shared with 6 MPS, but improvements mean slicker shift quality, lighter movement**

2 Steering a tad too light around town, but well-weighted at speed; driving position excellent

3 **Pedal placement way better than original 3 for easy heel-and-toe changes; metal pedals standard**

4 Red dials mostly identical to SP23's, including same 6500rpm redline, but speedo reads to 280

5 **Seats (with part leather in Sports pack) great; under-thigh support much improved over old SP23**

Bulgy 3 MPS bonnet helps accommodate concealed ducting to top-mount intercooler

Fast, but faster?

Luck wasn't on our side when attempting to extract performance times from the 3 MPS. Our first go at slippery Calder in Melbourne was thwarted by rain from the previous evening, leaving the track drenched in water. At 60km/h with three on board, the MPS was breaking into wheelspin in fourth gear as max boost arrived.

Two days later at Oran Park in Sydney, in the dry and in a different car, we tried again, with brand-new VBox II testing equipment, only to discover it hadn't been formatted properly and wouldn't generate data. After an hour of fiddling, and with barely 10 minutes of track time left, we bashed out seven successive runs in the MPS, with no cool-down time and no idea of what she'd done. The run that felt the best was also the fastest, but not to the expected extent over the ragged first one – possibly due to heat build-up in the engine bay. Either way, there's better to come. A hot-hatch Mega Test awaits....