

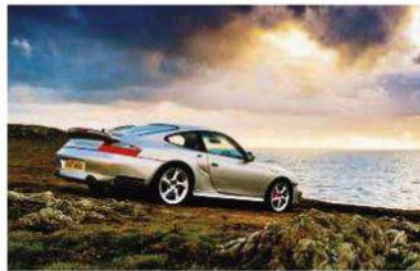
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# evo

## PHOTO

THE WORLD'S GREATEST CARS,  
CAPTURED ON CAMERA

MAGBOOK



FROM THE PUBLISHERS OF **evo**  
MAGAZINE







# Introduction

**B**rilliant photography has been right at the heart of **evo**'s philosophy ever since we launched the magazine over ten years ago. Great cars demand great photography.

Over the years, our talented pool of snappers have become famous for their innovative approach to car photography, resulting in many of our most stunning pictures regularly being sold to outlets all around the world. For this special photo bookazine we've brought together a selection of the very best of their work.

A great photograph must do more than record a moment in time; it should stop you in your tracks and make you wish you were there too. Get it right and it becomes more than just a simple photo; it becomes something to savour, again and again. You'll find dozens of such photographs in this collection. We hope you enjoy them.

Harry Metcalfe, Editorial Director

**evo**  
MAGAZINE

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▲ RUF R TURBO

**Gus Gregory, evo 038**

In 2001 the 213mph Ruf R Turbo was officially the fastest production car money could buy. We drove it in Germany and found it not only astonishingly quick but also more rewarding than Porsche's own GT2









▲ **CATERHAM SUPERLIGHT R500**

**Stuart Collins, evo 125**

Even after 50 years the Seven formula shows no sign of losing its appeal, as the latest R500 proved at our 2008 Car of the Year event. 'As long as the Caterham Seven exists,' we said, 'so will the thrill of driving'







▲ **FERRARI 599 GTB FIORANO**

**Gus Gregory, evo 093**

With a 611bhp version of the Enzo's V12, the 599 took GT performance to a new level. When we first drove it in 2006 we declared it to be one of the most enthralling supercars we'd ever driven



► **CARS v BIKES**

**David Shepherd, evo 062**

Which is fastest, four wheels or two? To find out, in 2003 we brought together the best of both, including a Lamborghini Murciélago, a Suzuki GSX-R1000 and a Radical SR3. Let's just say the result was close...









▲ **CORVETTE Z06 AT GOTLAND RING**

**Gus Gregory, evo 121**

In 2008 we visited this brand new race circuit taking shape on the Swedish island of Gotland. With the track to ourselves and a 505bhp Corvette to enjoy it in, it was impossible to resist driving until the sun set







▲ **AUDI R8 V12 TDI**

**Andy Morgan, evo 118**

Despite being powered by a diesel engine, Audi's one-off R8 TDI still felt every inch the supercar when we drove it in Miami in 2008. Well, its twin-turbo V12 did come from a Le Mans-winning race car...









▲ FERRARI F430, PAGANI ZONDA F & PORSCHE CARRERA GT  
Gus Gregory, evo 082

How impressed were we by the F430 back in 2005? So much so that we decided to pit it against two supercar giants, each costing over twice as much





▲ **FERRARI 430 SCUDERIA AT PESCARA**

**Gus Gregory, evo 119**

It was once one of the most revered road-race circuits, but today Pescara is little known. We retraced the 16 miles of Italy's lost Grand Prix circuit in Ferrari's road racer, the 430 Scuderia



◀ **FERRARI 550 LM**

**Andy Morgan, evo 074**

Built by ES Motorsport, the LM was a road-going replica of the 550 GTS racers that appeared at Le Mans in the early 2000s. We drove it to the French circuit from which it took its name



► **AUDI SPORT QUATTRO**

**Gus Gregory, ev0 034**

The short-wheelbase Audi Sport quattro's WRC career ended in 1986. Fifteen years later we relived its last blast in the mountains above Monte Carlo in a rare road-going version of the Group B legend

▼ **F430 SPIDER & GALLARDO SPYDER**

**Andy Morgan, ev0 095**

Where better in the British Isles to test two of the most desirable convertibles around than the place where the daylight lasts longest: the Scottish Highlands. The fast, quiet roads were a bonus...



▲ **CARRERA GT ON THE AUTOBAHN**

**Kenny P, ev0 080**

As part of our 'No Limits' issue, we took Porsche's Carrera GT (claimed top speed 206mph) to Germany's autobahns to find out just how fast it would go. The answer, as it turned out, was 206mph





◀ **JAGUAR XKR AT THE NÜRBURGRING**  
**Mark Bramley, evo 095**

As Jaguar's new XKR underwent final testing in 2006, we visited the company's Nürburgring test centre and hitched a ride in a test mule being put through its paces around the circuit's 13 miles and 73 corners





▲ **NÜRBURGRING 24-HOURS**

**David Shepherd, evo i07**

In 2007, evo's then editor-at-large, Richard Meaden, secured a drive in an Aston N24 at the Nürburgring 24-hours. Moments before the start of the race the heavens opened, throwing the grid into turmoil













#### ◀ AUDI R9 CONCEPT

**Andy Morgan, evo 081**

In 2005, Audi showed us its vision for a sub-£60K 911 rival. The name and price would change by the time it reached production, but the futuristic looks – and the threat to Porsche – would survive intact

#### ▼ FERRARI 430 SCUDERIA

**Matt Howell, evo 121**

When Ferrari claimed its Scuderia was as quick as an Enzo, we wanted to find out if it was true, so we put its new car through a full evo performance test. With results like 0-60mph in 3.5sec, it didn't disappoint



#### ◀ MERCEDES SLR McLAREN ROADSTER

**Gus Gregory, evo 127**

For our 'Great Escapes' special we went looking for the best roads Europe has to offer. The Scottish Highlands had to feature, and what better car to explore them in than the 617bhp 'McMerc'



#### ▲ BUGATTI VEYRON

**Kenny P, evo 124**

To mark evo's tenth anniversary, ten of the magazine's regular writers embarked upon their dream drives. Unsurprisingly, there was a Veyron in there, and it was bound for Monte Carlo









#### ◀ FERRARI v SALEEN, MONZA

**Kenny P, evo 063**

A Saleen closes the door on an evo-backed (and already the worse for wear) Team Maranello Ferrari 360 at the entry to the Parabolica during the hotly fought final round of the 2003 FIA GT Championship

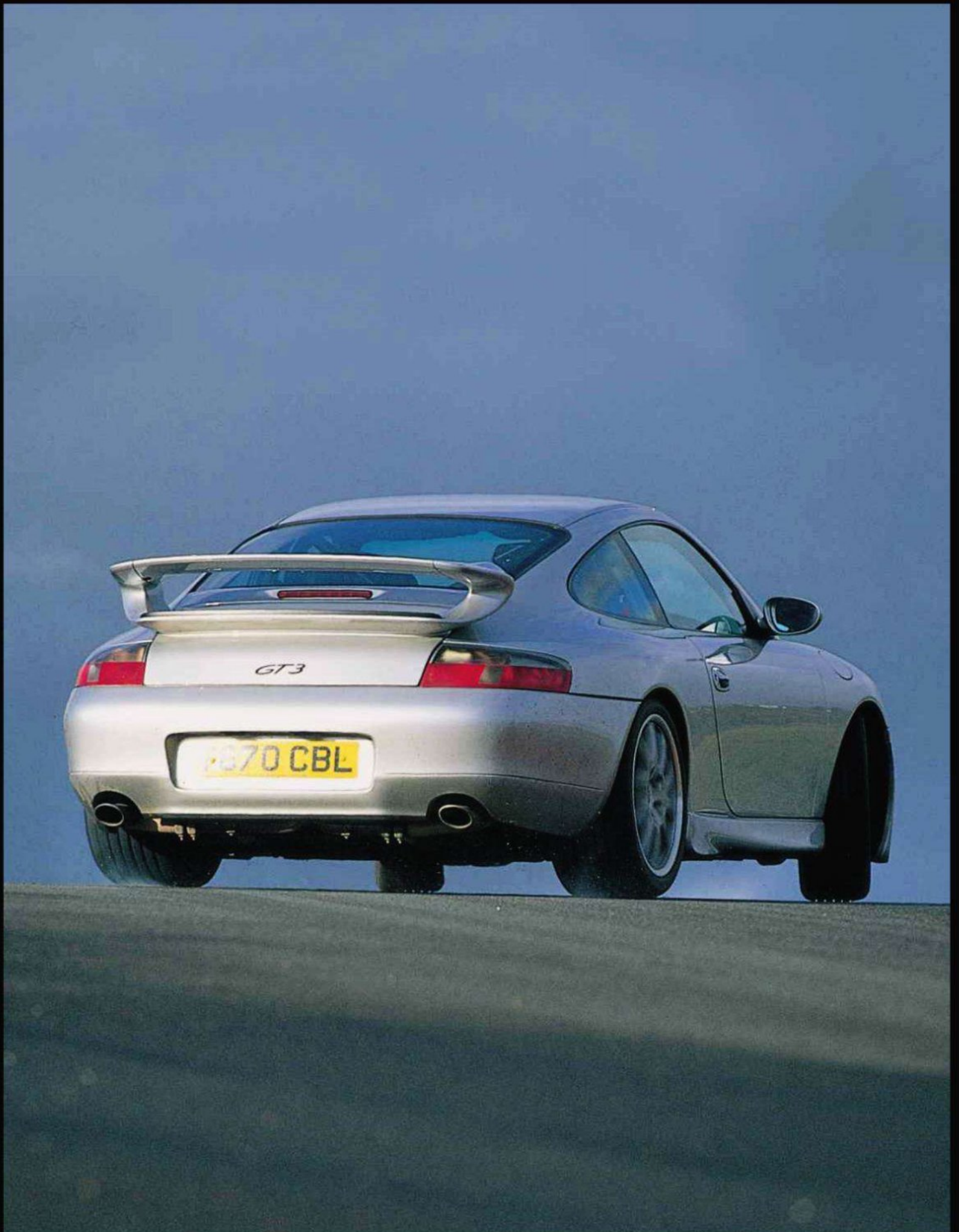
#### ▼ FERRARI F430 SPIDER

**Kenny P, evo 079**

Removing the roof from a car often spells disaster for its dynamics. Not so with the F430 Spider. Upon its launch in 2005 we said, 'The question isn't why would you want the Spider, but why you wouldn't'







▲ PORSCHE 911 GT3

Gus Gregory, *evo* 015

A 996 GT3 gets driven to the very limit at *evo* Car of the Year 1999. 'What Porsche has achieved with the balance and on-limit character of the car is sensational,' we concluded. No wonder it won...





▲ **GUMPERT APOLLO**  
**Stuart Collins, evo 110**

Launched in 2007 with 690bhp, a sequential gearbox, rear-wheel drive and a top speed of over 220mph, the Gumpert Apollo was clearly not like other supercars – and that included the looks





► **BUICK RIVIERA**

**Andy Morgan, evo 028**

It's not your usual evo fare, but the massive 1965 Buick Riviera made an appearance in a feature about hiring classic performance cars. And you can hardly argue with a 7.2-litre, 300bhp V8









▲ NISSAN GT-R IN TOKYO

**Andy Morgan, evo 113**

New cars don't come much more highly anticipated than the replacement for the legendary Nissan Skyline, so it was no surprise that one of the first GT-Rs to hit the road had no problem turning heads







▼ **FERRARI F430**

**Andy Morgan, ev0 113**

What a view... and the Dolomite mountains are quite pretty too. The F430's 4.3-litre V8 is a rare beast for a modern car – a good looking engine. No wonder Ferrari chose to show it off beneath a glass cover



► **ARIEL ATOM 300**

**Andy Morgan, ev0 105**

With 554bhp per ton, the supercharged Ariel Atom 300 had no difficulty getting airborne at The Mountain when ev0 went to Cadwell Park for its 2007 Road & Track Car of the Year test



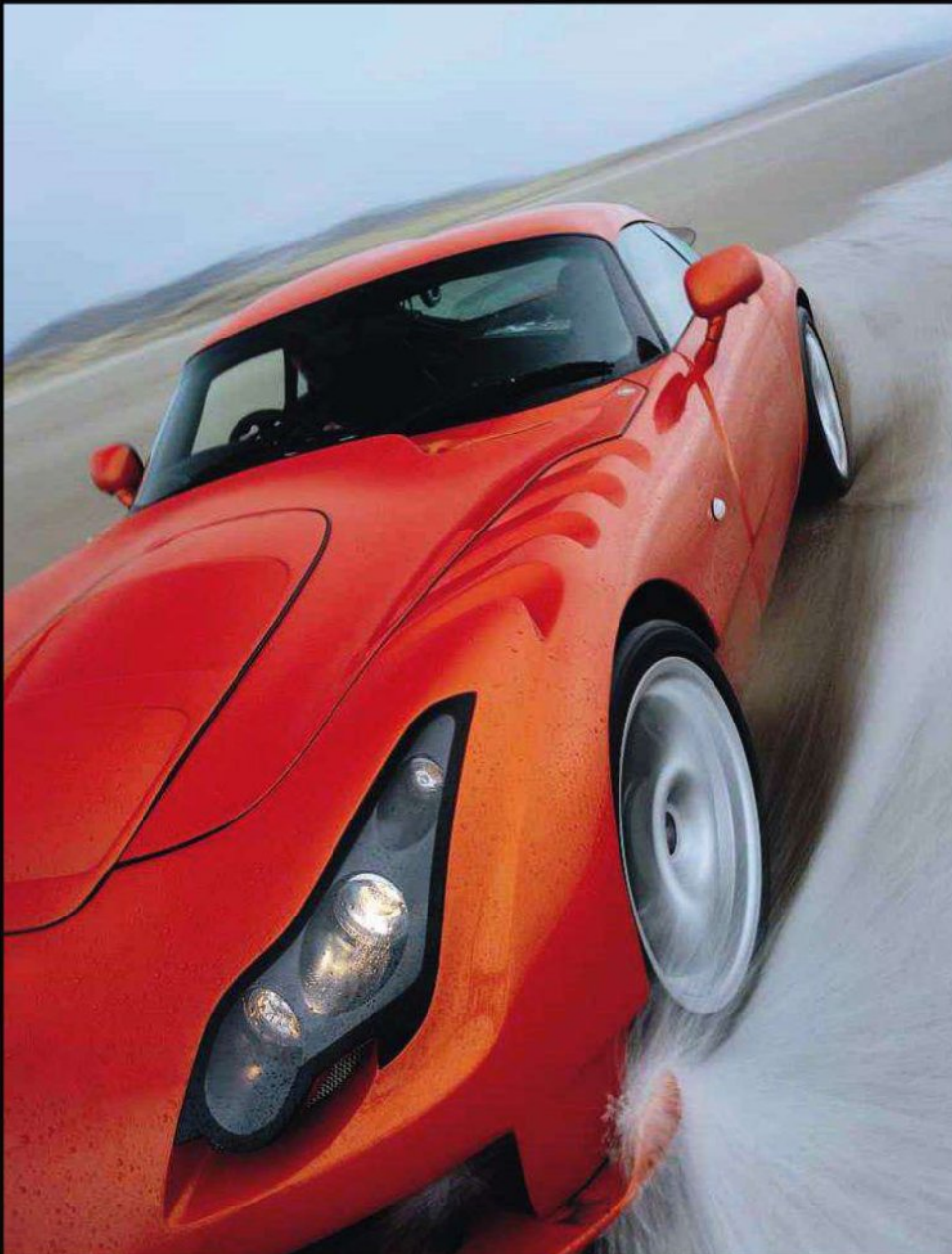




► **LAMBORGHINI GALLARDO  
SUPERLEGGERA**

**Gus Gregory, evo 104**

Lighter and more powerful than the standard Gallardo, the Superleggera version, launched in 2007, turned the V10 Lamborghini up a notch, both in its appearance and the driving experience



◄ **TVR SAGARIS**

**Andy Morgan, evo 104**

With slashed bodywork and race car-like spoilers, the Sagaris unveiled a new, extreme look for TVR. A 406bhp straight-six and a kerb weight of just 1078kg meant there was performance to back it up too





◀ **LOTUS EXIGE CUP 240**

**Gus Gregory, evo 089**

The 243bhp Exige Cup 240 pauses beneath the Severn Bridge on its way to a road-racers shootout in Wales. 'When you're in the zone, it's hard to tell where you stop and the car begins,' we reported

▼ **MASERATI 250F**

**Gus Gregory, evo 089**

Fifty years after Fangio won the 1957 German Grand Prix there, erstwhile evo editor-at-large Richard Meaden returned to the Nürburgring with an identical Maserati 250F for the lap of a lifetime







▲ **MORGAN AEROMAX**

**Dave Smith, evo 120**

Morgan's AeroMax was supposed to be a one-off, but such was the reaction to its elegant retro looks that it entered limited production. As we said in 2008: 'The fact that it moves seems like a bonus'

▼ **ASTON MARTIN V8 VANTAGE N400**

**Gus Gregory, evo 114**

Aston's V8 Vantage-based N24 raced through the night at the Nürburgring 24-hours, so it seemed only fitting to drive the road car built to celebrate the racer into the early hours







▲ **PORSCHE 911 TURBO**

**Andy Morgan, evo 089**

A year after the GT3 had bagged the 1999 evo Car of the Year title, the new 996 Turbo claimed another victory for Porsche. 'Maybe it's predictable,' we said, 'but be in no doubt its ability is crushingly complete'









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▲ **ASTON V12 VANTAGE RS CONCEPT**

**Dave Smith, evo 114**

By successfully demonstrating that Aston Martin's biggest engine (a 5.9-litre V12) could be crammed into its smallest car (the Vantage), the RS Concept paved the way for the production V12 Vantage





▲ **TVR SAGARIS**

**Andy Morgan, ev0 065**

More power, more drama, more money – in 2004 TVR moved fearlessly into Porsche territory with its startling new Sagaris coupe

▼ **PEUGEOT 205 GTI**

**Kenny P, ev0 095**

Back in summer 2006 we set out to find the greatest front-wheel-drive car of all time. Eventual winner was the Honda Integra Type-R, but the 205 GTI was as much fun as anything



► **MORGAN AERO 8 GT**

**Andy Morgan, ev0 070**

Every year 50,000 Brits drive to Le Mans for a 24-hour party. In 2004, Morgan and TVR were competing, so we joined the annual pilgrimage to La Sarthe in an Aero 8 GT and a Tuscan S











▲ LANCIA 037

**Andy Morgan, ev0 065**

Our 'Legends' series of features has been a great chance to get up close and personal with some of the true greats of motorsport. Lancia's supercharged 037 was arguably the ultimate rear-drive rally car

▼ FORD GT

**Gus Gregory, ev0 076**

When Ford unleashed its reborn GT40 in 2004, it created one of the modern supercar greats. Just to rub salt into the wounds of the supercar Establishment, we took one all the way to Modena





▼ CARRERA GT, ZONDA F, FERRARI F430

Gus Gregory, evo 082

When Ferrari launched the F430 in 2005, it was described as a 'baby Enzo'. What better way to put that to the test than compare it with the supercar giants in the shape of the Carrera GT and Zonda F







▲ **MORGAN AEROMAX**

**Dave Smith, evo 120**

Morgan's extraordinary Aeromax coupe was supposed to be a one-off, but such was the reaction that 100 are now being built. We found that it was just as much of an event to drive as its looks suggest









► **M3 CSL v CRESCENT SUZUKI**

**Kenny P, ev0 062**

Our car versus bike shootout started at Bruntingthorpe and continued on the Silverstone National Circuit. The CSL was quick, but it couldn't get close to Crescent's Suzuki GSX-R1000 race replica in the hands of Niall MacKenzie







#### ◀ SCUDERIA TO PESCARA

**Gus Gregory, evo 119**

The old road race at Pescara isn't as well known as the Targa Florio or the Mille Miglia, but it's still enjoyable to retrace its route. Especially if you're lucky enough to have a 430 Scuderia to play with

#### ▼ ASTON DBR1 AND DBR9

**Antony Fraser, evo 108**

In 2007, Aston Martin tasted success at Le Mans once again with the GT1 class-winning DBR9. It made for a fascinating comparison with the beautiful DBR1, which won the 24 Hour event outright in 1959



#### ▲ LAMBORGHINI GALLARDO

**Andy Morgan, evo 094**

'At speed the Gallardo stays flat and feels wonderfully stable. When you mash the throttle it shifts the load slightly rearwards, tightening the line a fraction so you exit with all 500-plus horsepower driving you forward'





▲ CATERHAM LEVANTE

**Matt Howell, evo 122**

This is a Caterham with one very big difference. Up front is a supercharged 2.4-litre V8. It produces 550bhp at a stratospheric 10,000rpm and gives a power-to-weight ratio of over 1000bhp per ton









▲ TWO ZONDAS

**Gus Gregory, evo 074**

It was the stuff of dreams. Two Pagani Zondas – a C12.S and a Roadster – on deserted Italian mountain roads. The Roadster was the new model back in 2004, all the better to enjoy the sounds of two V12s









▲ **LAMBO SUPERLEGGERA & ASTON DBS  
Kenny P, evo II2**  
This was Car of the Year 2007, and we were putting  
the contenders through their paces at the wonderful  
Mas Du Clos circuit near Clermont-Ferrand. Aston  
and Lambo both had flaws but also bags of character









▲ **LOTUS 32B**

**Andy Morgan, evo 099**

From an age before big wings and sponsors' decals, an exquisite little Lotus that was raced by one of the greatest of them all, Jim Clark



◀ **FOUR LAMBORGHINIS**

**Andy Morgan, evo 108**

In the summer of 2007, to mark the launch of the Gallardo Superleggera, we pitched it against Diablo VT 6.0, Murciélago LP640 and Countach Anniversary to find the greatest of all. The LP640 triumphed





▲ **RENAULTSPORT CLIO 197**  
**Kenny P, evo 099**

Car of the Year 2006, and we were back on some of our favourite roads in Snowdonia for the 'affordable' part of the test. The 197 was good, but never quite captured our hearts like the previous-shape Clios





► **FERRARI 599 GTB**

**Gus Gregory, evo 093**

With a 611bhp version of the Enzo's V12, the 599 GTB Fiorano promised to take GT-supercar performance to a new level when it appeared in early 2006. And it didn't disappoint







▲ **NURBURGRING AT NIGHT**

**David Shepherd, evo 107**

Night falls on the Nürburgring 24 Hours, bringing its own unique atmosphere. We were there to watch Richard Meaden drive an Aston N24

◀ **LIGHT ENTERTAINMENT**

**Kenny P, evo 094**

Stripped to the bare essentials, the Brooke Double R, Caterham CSR Superlight and Ariel Atom 300 Supercharged offer motoring at its rawest. Our group test took us to the wilds of Exmoor



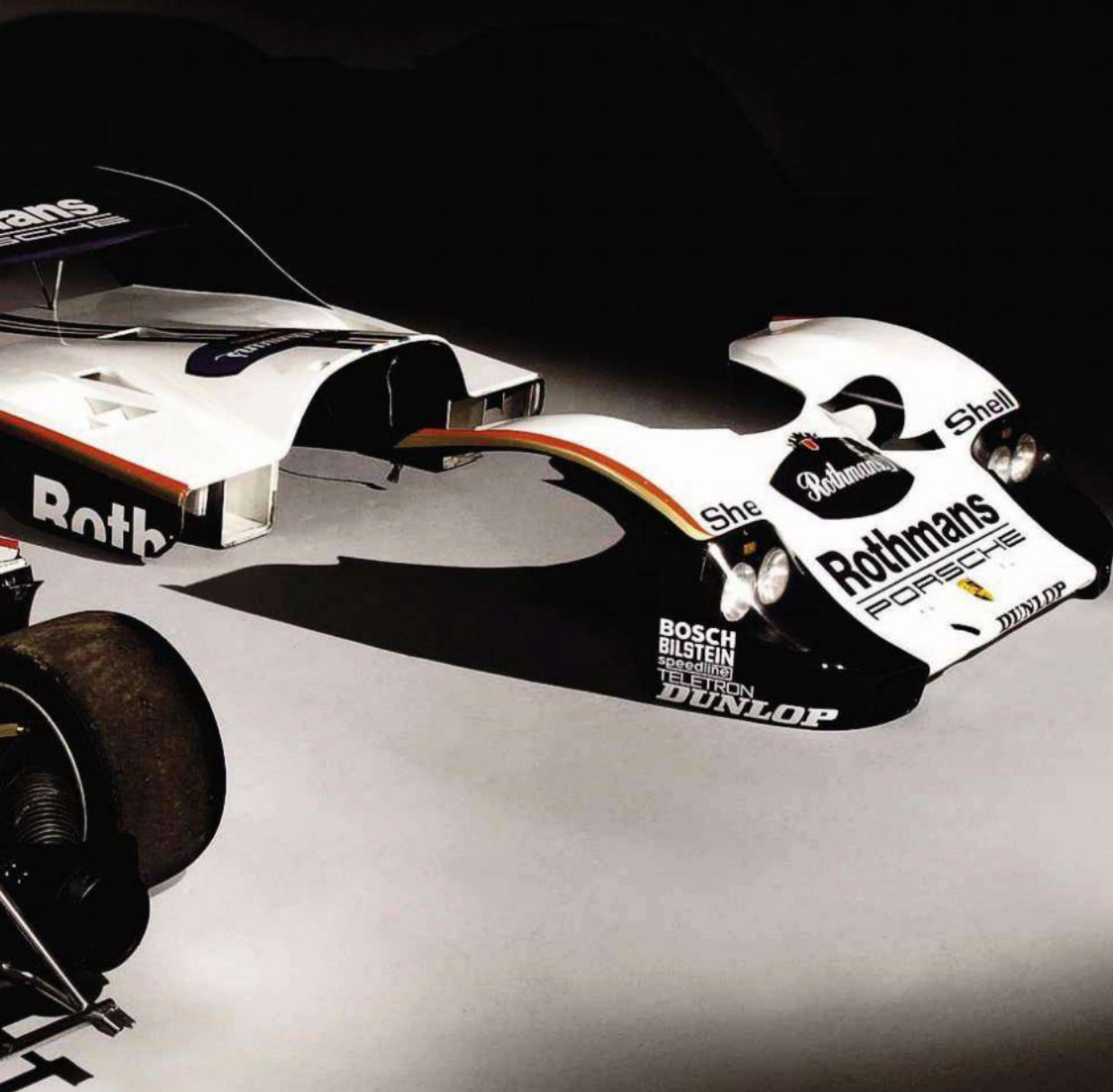


▲ **PORSCHE 956**

**Andy Morgan, evo 117**

Porsche legends don't come any greater than the 956/962. We celebrated the car that dominated endurance sports car racing in the 1980s and early 1990s, with a little help from one Derek Bell









▲ LANCIA 037

**Andy Morgan, evo 065**

The 037 was the successor to the Lancia Stratos in the World Rally Championship. It looked outgunned by the all-wheel-drive turbocharged Audi Quattro but hit back with low weight and superb agility





▲ JPS LOTUS 72

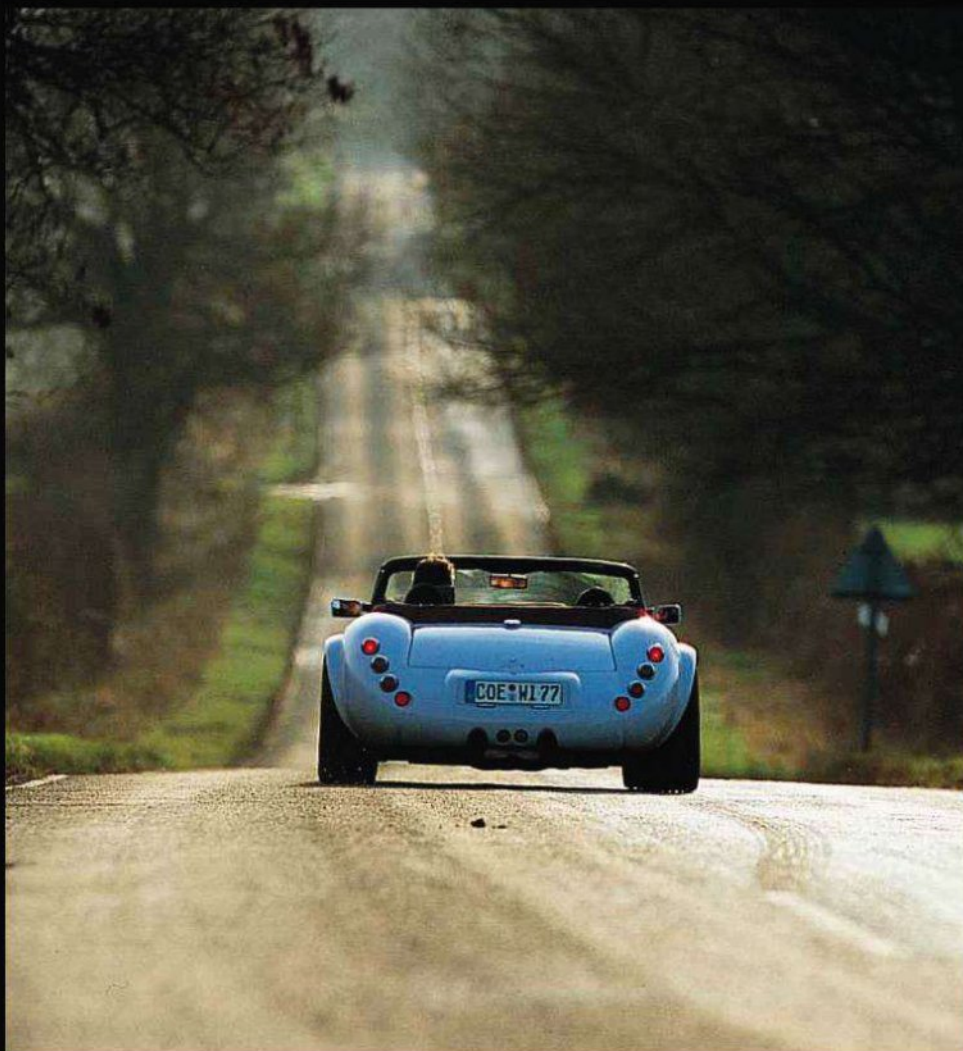
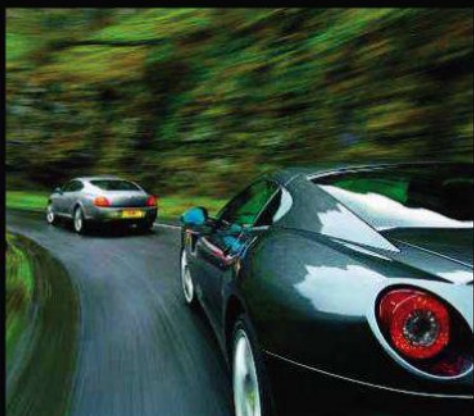
Andy Morgan, evo 068

The 72 is one of the greatest of all Formula 1 cars, and this particular one carried Emerson Fittipaldi to the world championship

▼ 599 GTB v Conti GT

David Shepherd, evo 115

What's the best £150K grand tourer? That was the question we set out to answer when we took a Ferrari 599, Bentley Continental GT and Merc CL65 AMG all the way to the Isle of Mull. The Ferrari won



▲ WIESMANN ROADSTER

David Shepherd, evo 077

The Wiesmann, with its retro looks and BMW mechanicals, has been around for a while, but evo got its first taste in early 2005, when we described it as 'the best car you've probably never heard of'





▲ **MURCIELAGO ON ICE**

**Charlie Magee, ev0 056**

Lamborghini's Murciélago is one of the few supercars with four-wheel drive. So Harry Metcalfe decided to put it to the test in early 2003 by tackling some snow-covered mountain passes...

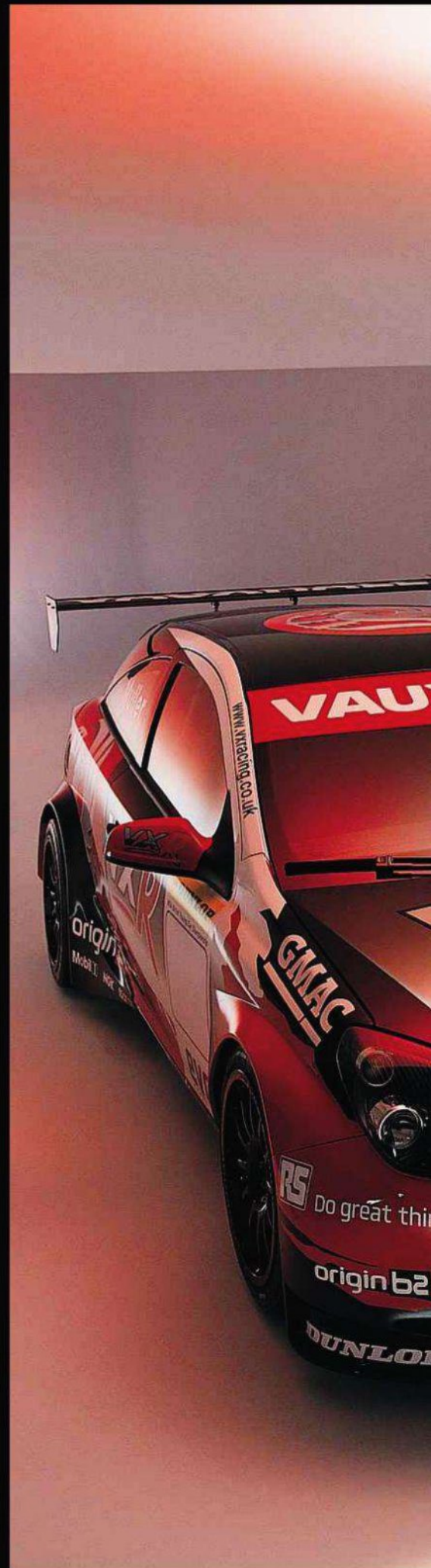








▲ **AUDI R8**  
**Kenny P, evo 112**  
It's Car of the Year 2007 in the south of France, and the brand new Audi R8 is impressing everyone with its finely polished dynamic repertoire. And its liking for big skids



► **POLES APART**  
**Andy Morgan, evo 084**  
Nearly three decades divided these two front-running Vauxhall racers from wildly different eras, the 2005 VXR Astra and the awesome Baby Bertha, as raced in the 1970s by the legendary Gerry Marshall





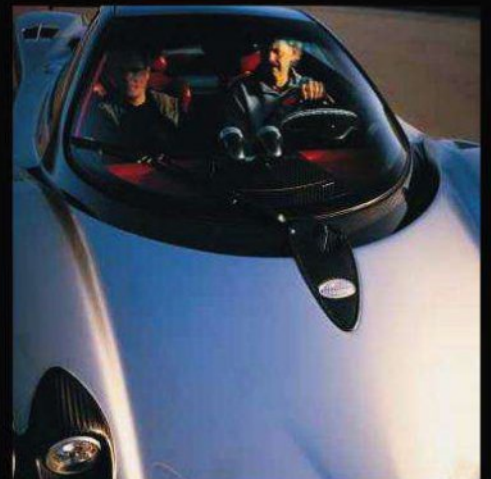




► **MURRAY MEETS PAGANI**

**Gus Gregory, evo 088**

In late 2005 we brought together Horacio Pagani and Gordon Murray to talk supercars. Here, Murray takes the wheel of a Zonda for the first time, with its creator in the passenger seat







#### ◀ MERCEDES C63 AMG

**Andy Morgan, evo 110**

The C63 AMG is Mercedes' answer to BMW's M3 and Audi's RS4, and it's a seriously desirable machine, as we discovered with our first drive in autumn '07

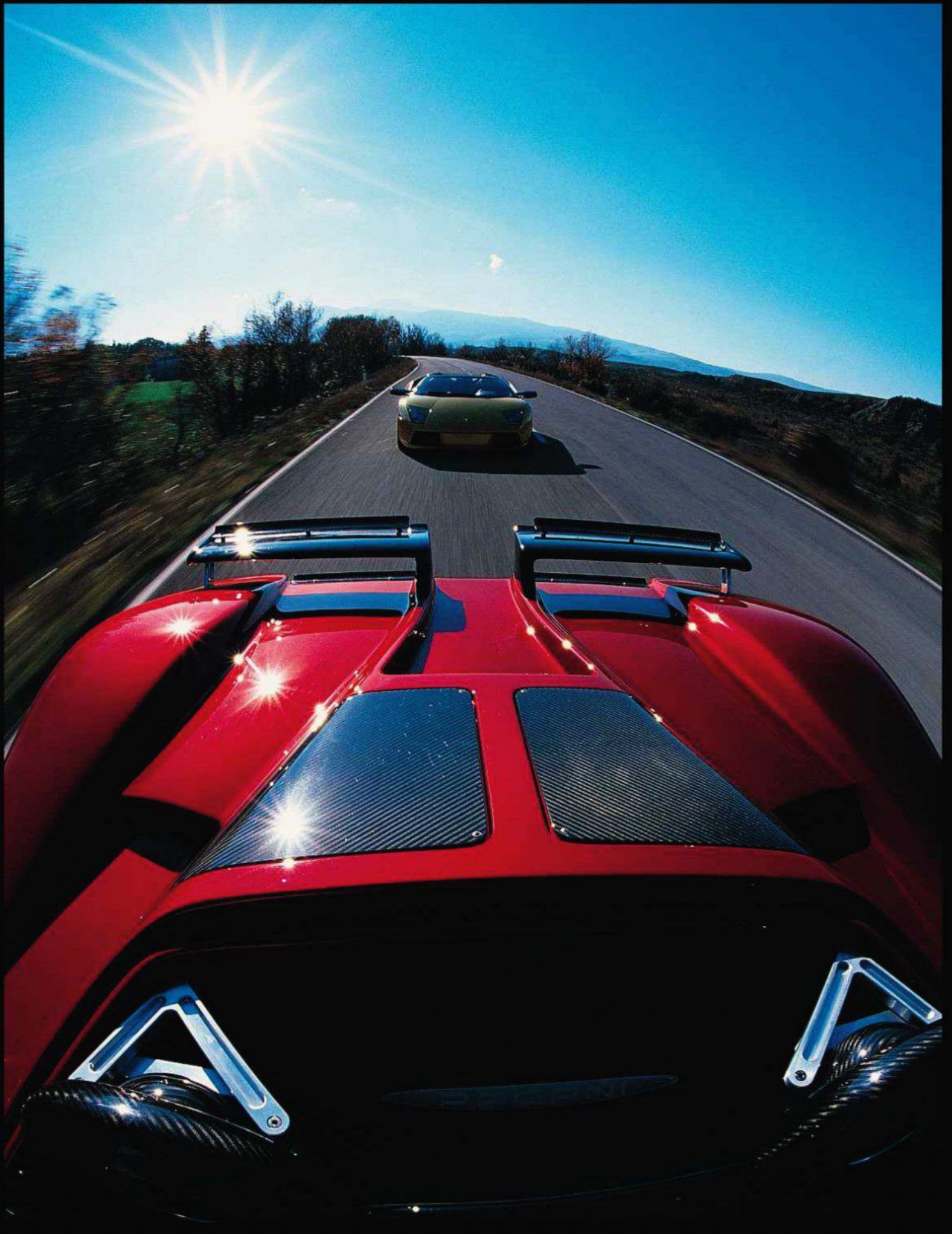


#### ▲ STREET RACERS

**Gus Gregory, evo 059**

Summer 2003 saw the launch of one of the most exciting new Ferraris for years, the 360 Challenge Stradale. In this test it met its perfect match in the shape of the wonderful Porsche 996 GT3



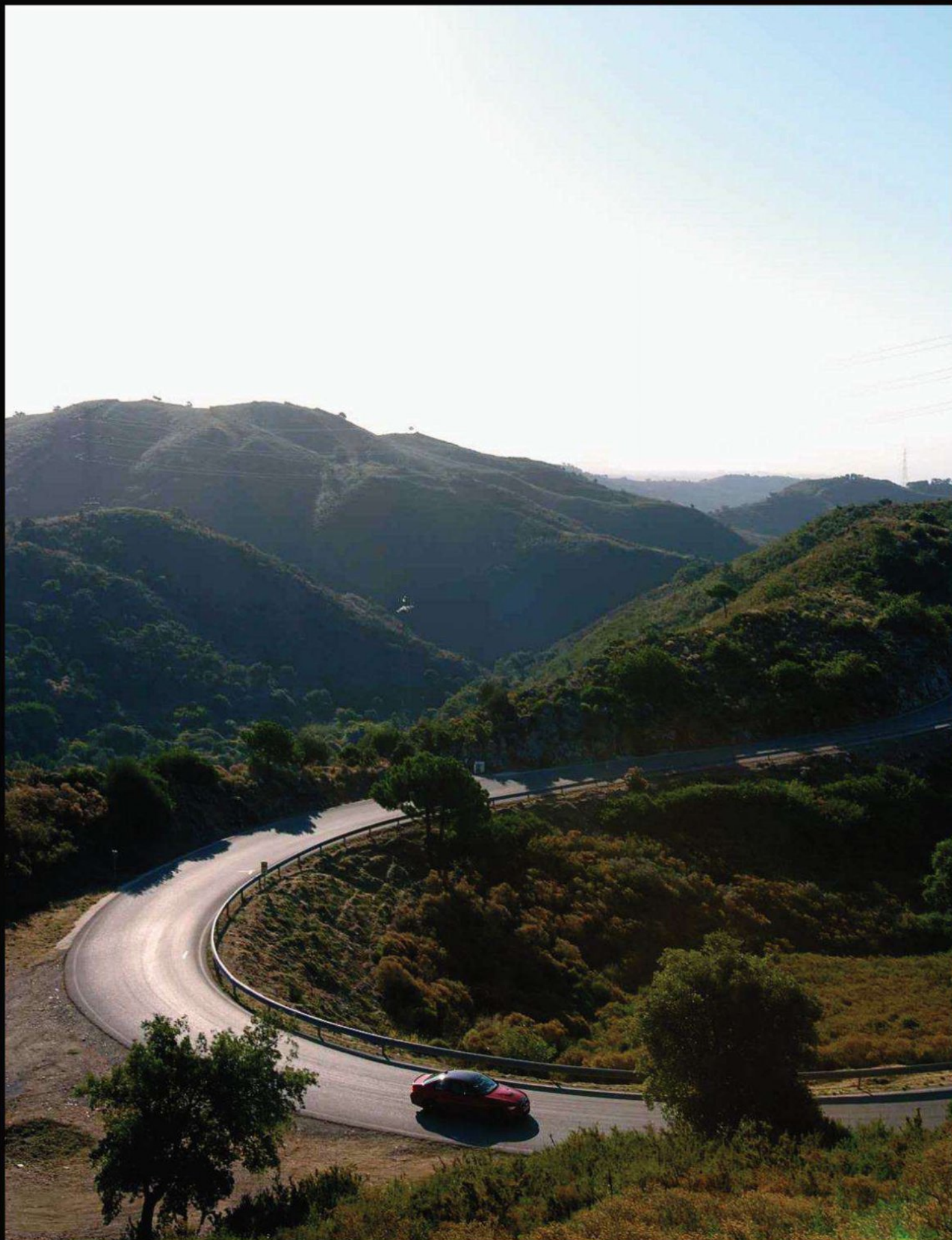


▲ **DUEL IN THE SUN**

**Andy Morgan, evo 077**

Believe it or not this was January 2005, but in Tuscany the sun was shining, providing the ideal backdrop for the Zonda Roadster to lock horns with the then-new Lamborghini Murciélago Roadster





▲ **BMW M3**

**Andy Morgan, evo 108**

The sunny backdrop on this occasion was near Malaga, and the event was the launch of the V8-engined BMW M3 in summer 2007. We took along an RS4 too, which pushed it very close





▲ **MURCIELAGO SV**

**Matt Vesper, eva 129**

The 'SV' suffix is reserved for some of the most extreme Lambos of all, and this final hurrah for the Murciélago certainly seems to fit the bill with its outlandish aerodynamic addenda. It's new for 2009









▲ **TARGET 911**

**Matt Vosper, evo 098**

'Whichever way you look at the R8, it feels like the biggest threat to the 911's dominance we've seen.'

That was our reaction when we first saw the production-ready Audi R8, at the end of 2006







▼ **GALLARDO SPYDER**

**Andy Morgan, evo 089**

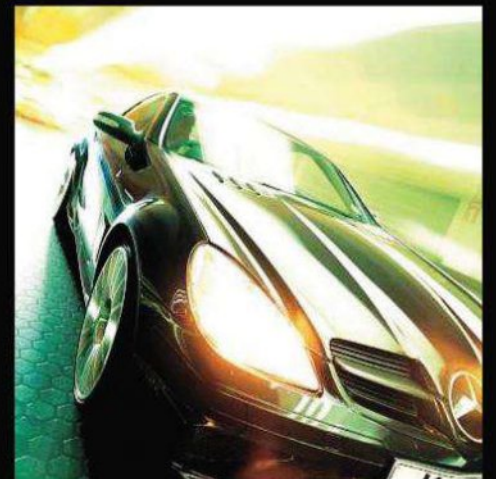
191mph with the roof down... When it was launched in early 2006, the Gallardo Spyder was Lamborghini's first full convertible (or convertibull, as we had it in our ghastly punning headline...)



► **SLK55 AMG BLACK**

**Andy Morgan, evo 110**

'Some cars have a presence, an aura that sits with you, just on your shoulder, encouraging you to drive faster, to push a bit harder. The hardcore, track-focused SLK55 AMG Black Series is one such car'







#### ◀ MASERATI MC12 CORSA

**Antony Fraser, ev0 098**

It was Luca di Montezemolo's idea to build the ultimate Maserati supercar, and the MC12, which shared components with the Enzo, was the result. The 'Corsa' track version appeared in late 2006

#### ▼ CHALLENGE STRADALE

**Andy Morgan, ev0 063**

Few things on earth sound quite so fierce as a Ferrari 360 Stradale in a tunnel. In fact it's so loud, it's almost painful. This was eCoty 2003, when it finished a lowly fourth place. Must have been a hell of a year...







▲ **FERRARI SUPERTEST**

**Andy Morgan, evo 064**

This was one test we were just thrilled to have been able to pull together. The finest supercars Ferrari has ever made, together for two days of proper driving. A surprise winner too, in the shape of the F50

▼ **BOXSTER v 911**

**Andy Morgan, evo 077**

In 2005 we posed the question: which is the better drivers' car, a top-spec Boxster S or a basic 997 Carrera? We put them head-to-head on road and track, and the 911 prevailed – but it was close







▼ RACE TO THE CLOUDS

**Andy Morgan, evo 109**

America's Pikes Peak hill climb is the oldest, longest, highest, scariest and toughest of them all. In 2007 Richard Meaden managed to secure a drive in a PVA-06 'open wheeler'. Clutch failure ended his run







▲ ALFA 8C COMPETIZIONE

**Gus Gregory, evo 120**

'The raw-edged whoop of revs tells you all you need to know about the 8C's preferred driving style.' In summer 2008 we were fortunate enough to conduct the first test on UK roads of the gorgeous 8C









▲ **WESTFIELD XI**

**Kenny P, evo 098**

The first big test for evo's home-built, 59bhp Westfield XI project car was to find out if it was faster than a 1.6 Ford Focus around the Bedford Autodrome's West Circuit. It was. Just







▼ LAMBORGHINI MURCIÉLAGO LP640

Andy Morgan, evo 099

With its mid-mounted V12 now delivering 631bhp, the latest version of Lamborghini's V12 supercar couldn't fail to make impression on evo's 2006 Car of the Year test. 'It remains an inspiration,' we said



▲ MERCEDES-BENZ C63 AMG

Andy Morgan, evo 110

You couldn't help but notice the hint of DTM racer in Mercedes' latest M3/RS4 rival when it arrived in 2007, and with a 449bhp 6.3-litre V8 under the bonnet it was a look it had no problem carrying off





▲ **BMW M3**

**Andy Morgan, evo 108**

The E92 was the first model in BMW's iconic M3 line to get a V8 engine up front, and with 414bhp (and DSC disengaged) it proved more than happy to indulge in a little power oversteer



◀ **CITROËN C2-R2 MAX**

**Andy Morgan, evo 114**

Developed for the FIA's then new Group R regulations, the MAX's 1.6-litre four-cylinder engine produced 190bhp and could scream to 8400rpm. We called it 'an absolute firecracker of a rally car'





▲ **ULTIMATE M-CAR TEST**

**Andy Morgan, evo 110**

BMW's M Division has produced some of the finest drivers' cars of the last 30 years, but which is the greatest? In 2007 we brought together a group of 13 of our favourite M-cars to find out





▲ **FERRARI 360 STRADALE** v  
**PORSCHE 911 GT3** ON THE STELVIO PASS  
**Gus Gregory, evo 059**

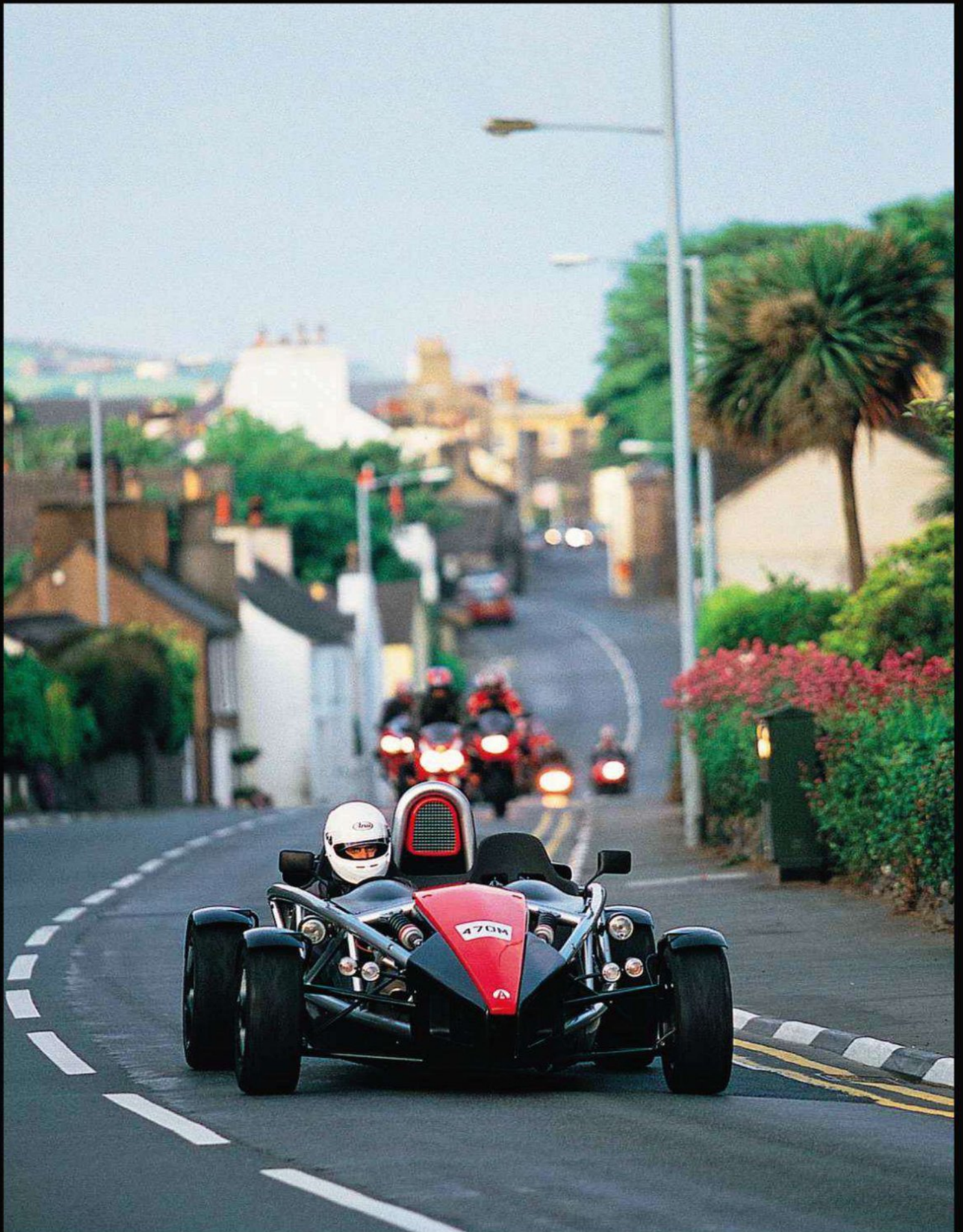
When these two exciting street racers arrived in 2003, we brought them together on the dizzying heights of one of Europe's most challenging roads



▼ **ARIEL ATOM AT THE ISLE OF MAN TT**

**Kenny P, evo 107**

When it came to finding a car that would gain the respect of the Mad Sunday bikers on the Isle of Man, the stripped-to-the-skeleton, 300bhp supercharged Atom was our first choice







▲ FORD GT

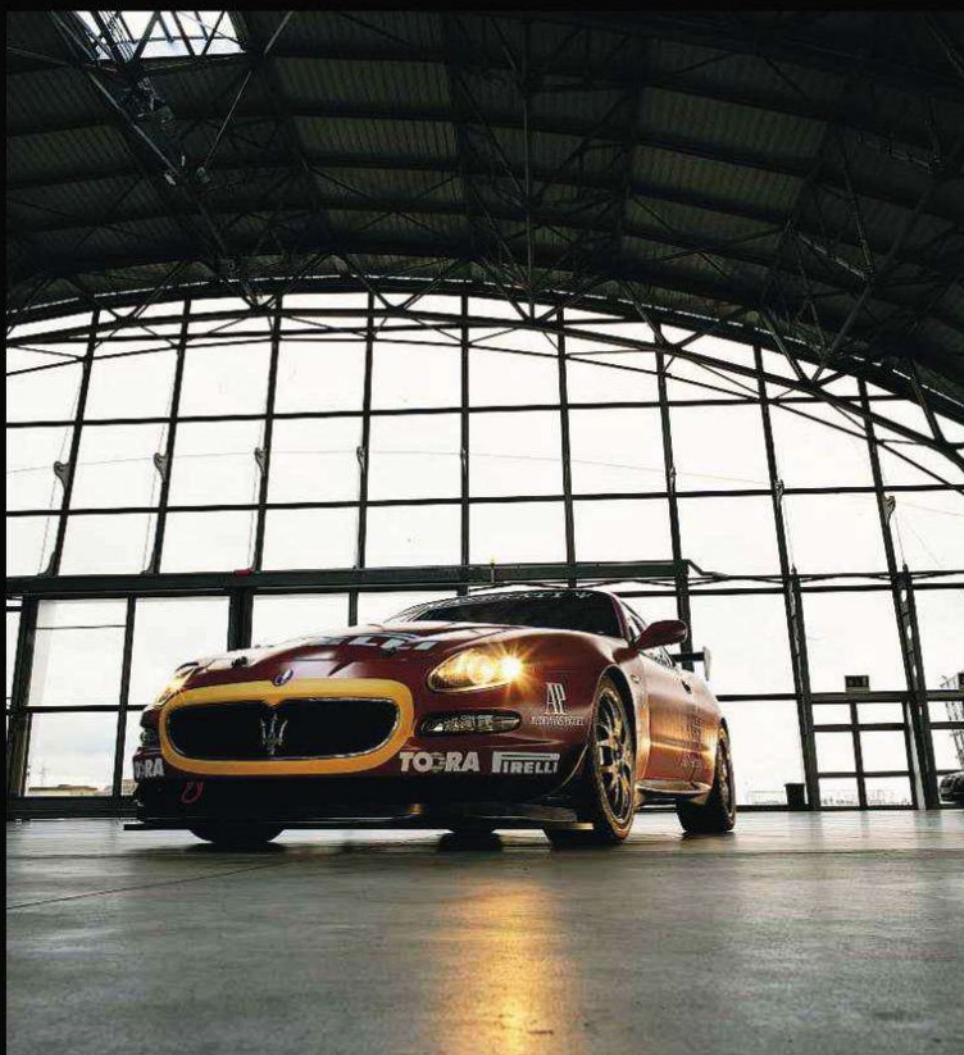
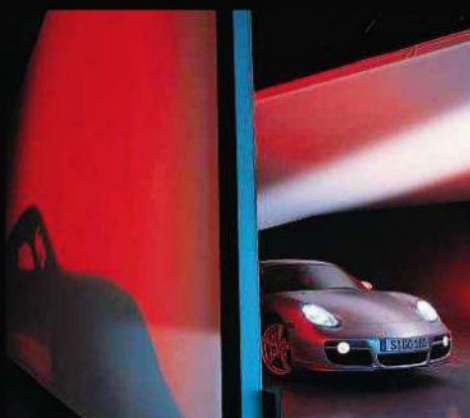
Gus Gregory, evo 076

What would you do if you were given a week with Ford's first genuine road-going supercar? We chose to drive it all the way from the UK to Maranello, Italy, to test the reaction in Ferrari's home town

▼ PORSCHE CAYMAN S

Andy Morgan, evo 082

Our first encounter with Porsche's sub-911 coupe was in a studio in 2005. Similar in size to the last of the air-cooled 911s (the 993), but with more power, we couldn't wait to get behind the wheel



▲ MASERATI GRANSPORT TROFEO

Andy Morgan, evo 094

Built to promote the reliability of Maserati's road cars by competing in the 2006 Nürburgring 24 hours, the 425bhp Trofeo didn't disappoint. After covering nearly 2000 miles it finished 36th overall, 5th in class





▲ **LOTUS 340R ON THE KLAUSEN PASS**

**Gus Gregory, evo 021**

The 340R could make the ultimate hillclimb car, we thought, so we took it to the ultimate hillclimb: the Klausen Pass in Switzerland. When we arrived the pass had just reopened after being blocked by snow





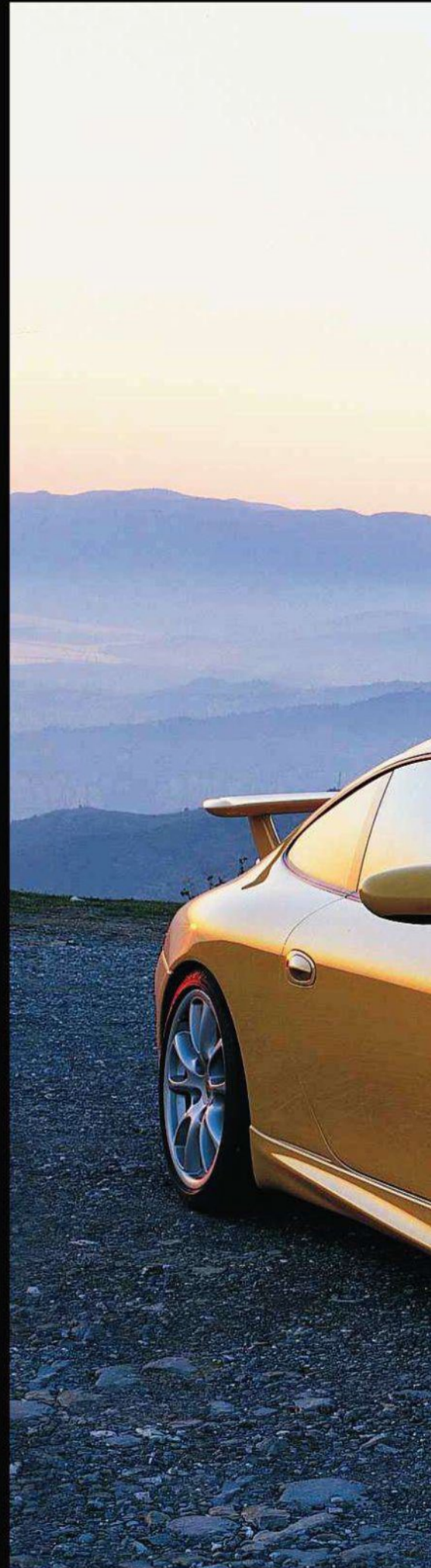




▲ **PAGANI ZONDA ROADSTER v  
LAMBO MURCIÉLAGO ROADSTER**

**Andy Morgan, evo 077**

13.5 litres, 1100bhp and a combined value in excess of £600,000 – you'd struggle to find a more extreme pair of drop-tops than the two we brought together in Tuscany back in early 2005



► **PORSCHE 911 GT3**  
**Gus Gregory, evo 063**

The second version of the 996 GT3 won our 2003 Car of the Year test by a comfortable margin. Porsche didn't have it all its own way, though – the Cayenne Turbo was also there, and it finished last









▲ **RENAULT MÉGANE R26.R ON CORSICA**

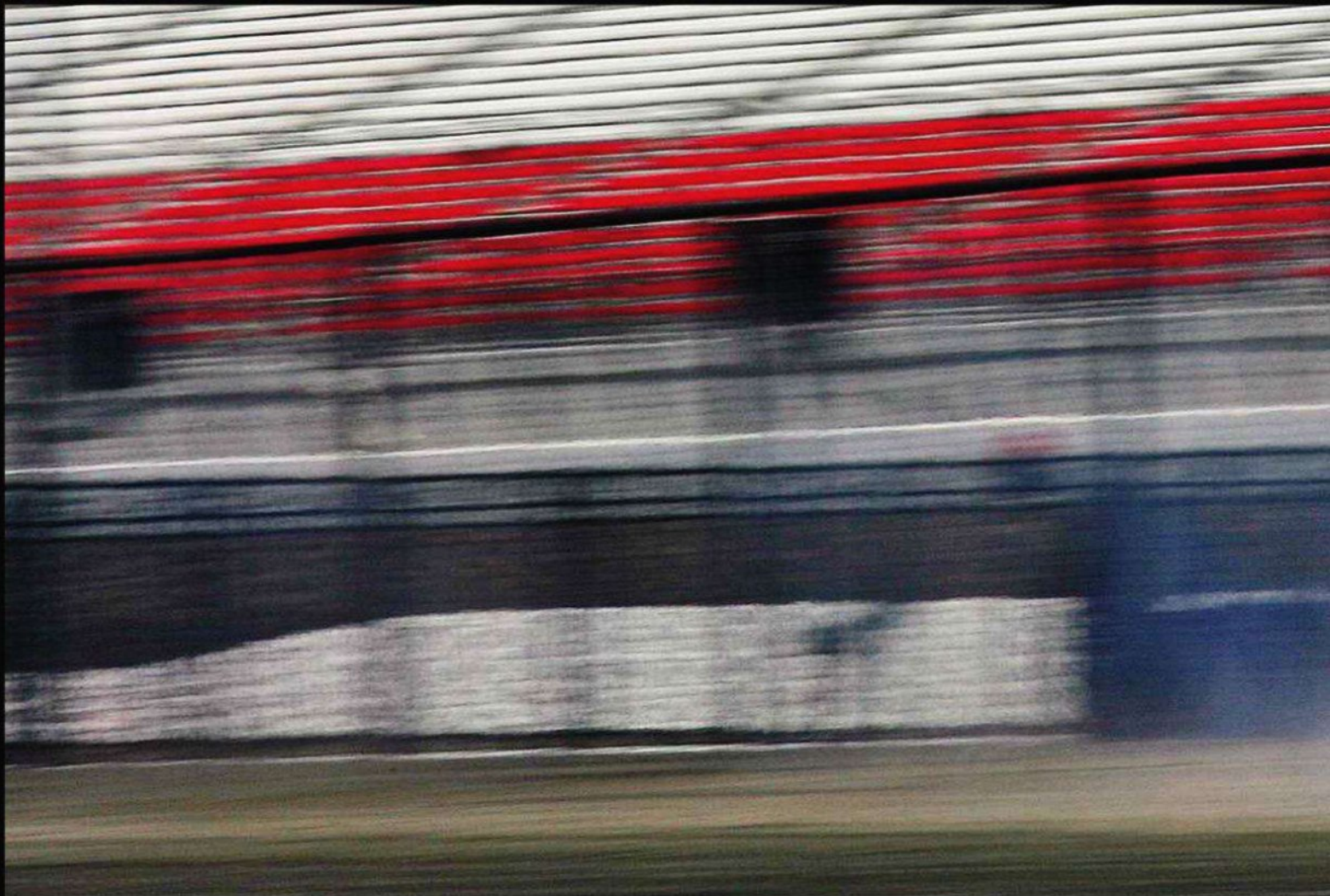
**Andy Morgan, evo 127**

Another 'Great Escapes' story saw us visit the roads that make up the most spectacular tarmac stages on the rally calendar. And what better car to tackle them in than Renault's hardcore R26.R









► **RENAULTSPORT CLIO 172**  
**Andy Morgan, evo 037**

The Clío 172 was small, gutsy, responsive and malleable, and we were huge fans. But when we tested it back in 2001 it was clear that hatches were getting bigger. 'Get it while you can,' we advised







#### ◀ GIUGIARO CONCEPTS

**Andy Morgan, evo 033**

The Lamborghini Calá, Maserati Buran and BMW Nazca C2 Spider aren't static motor-show sculptures, they actually work. In 2001 we borrowed them from Italdesign in Turin and took them for a spin



#### ▲ LAMBORGHINI GALLARDO LP560-4

**Richard Newton, evo 119**

In 2008 the V10 Lambo gained an extra 39bhp while its emissions were reduced by 18 per cent. One of these changes was more obvious than the other at the car's launch at the Las Vegas Motor Speedway





▲ **NOBLE M12 GTO-3R**

**Gus Gregory, evo 063**

Despite its humble origins, the Noble attracted as much attention as some of the traditional supercars on our 2003 Car of the Year test. It also proved it was more than capable of looking after itself

▼ **FERRARI 430 SCUDERIA**

**David Shepherd, evo III**

Ferrari invited us to its Fiorano test track for our first drive of the hardcore version of its F430. Garages don't come much cleaner than the one situated halfway down the circuit's main straight





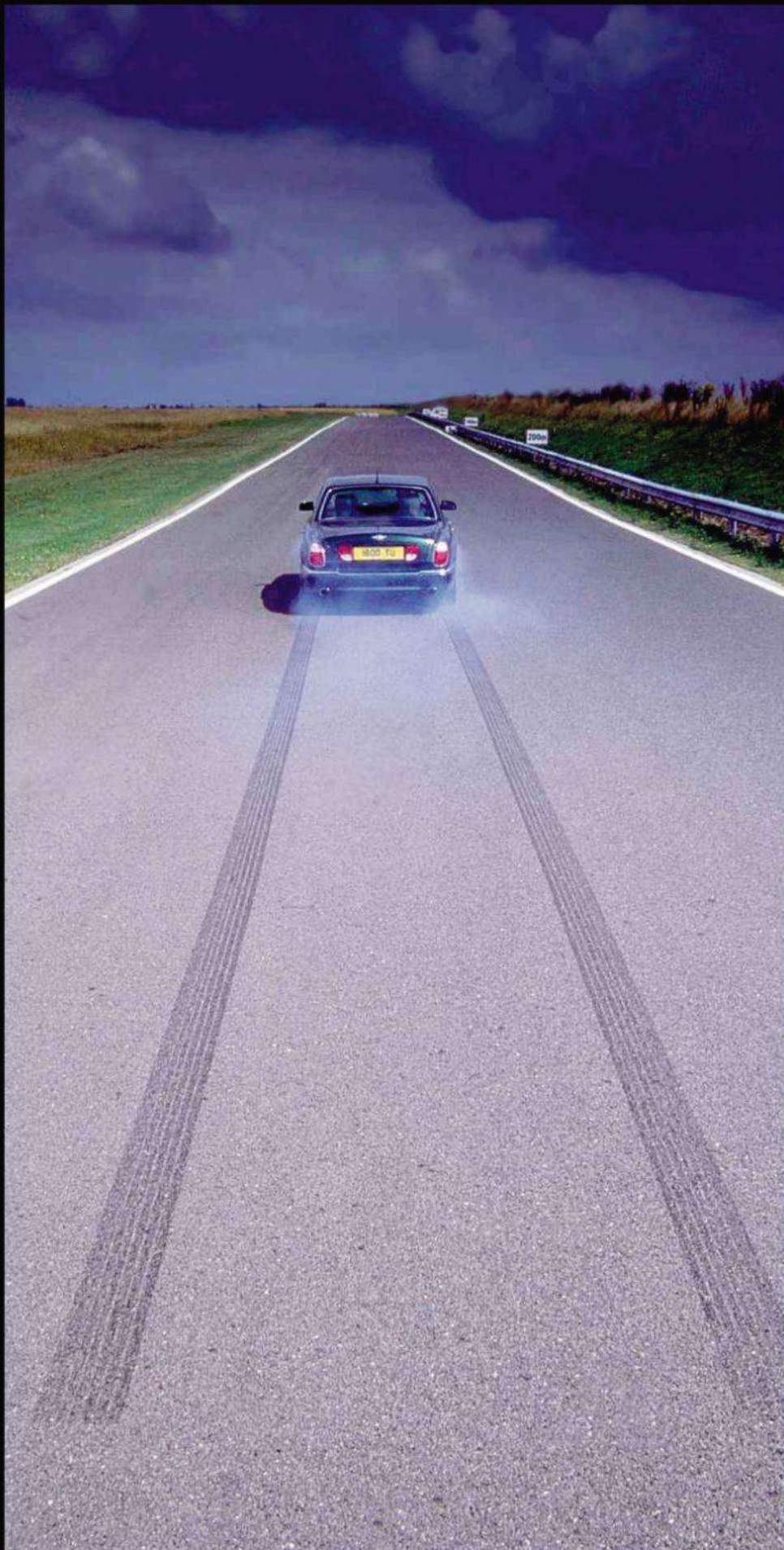


▲ **CHRYSLER VIPER GTS**

**Gus Gregory, evo 022**

Its 8-litre V10 engine may have been donated by a truck, but it has the desired effect. As we said back in 2000, 'It's like the forces of nature have been harnessed and hooked up to the rear wheels'





▲ **BENTLEY ARNAGE R**

**Colin Curwood, evo 048**

The twin-turbocharged, 6.75-litre V8-engined Bentley Arnage R has no shortage of torque, as it demonstrated in 2002 when we deployed all 616lb ft of it on the tarmac at the Bedford Autodrome



▲ **FOCUS RS v MÉGANE R26.R**

**Gus Gregory, evo 129**

They are two of the best modern-day hot hatches, but their approaches couldn't be more different, the Ford packing 300bhp of muscle, the 227bhp Renault countering with weight savings and a sharp chassis

▶ **MINI COOPER S**

**Andy Morgan, evo 098**

The Mini grew a little larger in 2006, and the hotter supercharged engines became turbocharged ones. The fun of the first 'New Mini' wasn't lost, though, and nor were the styling cues from the 1960s original









▲ CAPARO T1

**Stuart Collins, evo 123**

evo was the first magazine to drive the 610bhp Caparo T1 on the road, but first we had an unforgettable passenger ride with racer and Caparo development driver Phil Bennett at the wheel





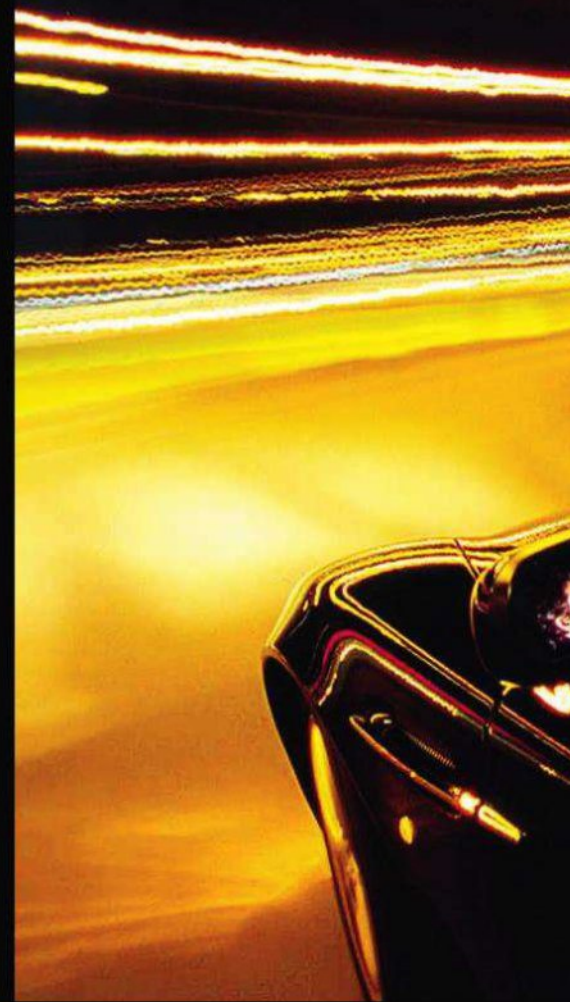




▲ **F40 CHASING F50**

**Gus Gregory, evo 064**

Back in 2004 we brought together four of the greatest modern Ferraris – 288 GTO, F40, F50 and Enzo – to find out which was best. The F50 won our vote, but they were all utterly unforgettable



◀ **RALLY GIANTS**

**Gus Gregory, evo 002**

For evo's second issue we unearthed four iconic rally cars: the Mini Cooper S, Ford Escort RS2000, Audi Quattro A2 and Metro 6R4. Then, for good measure, we asked Tony Pond to give us his verdict on them

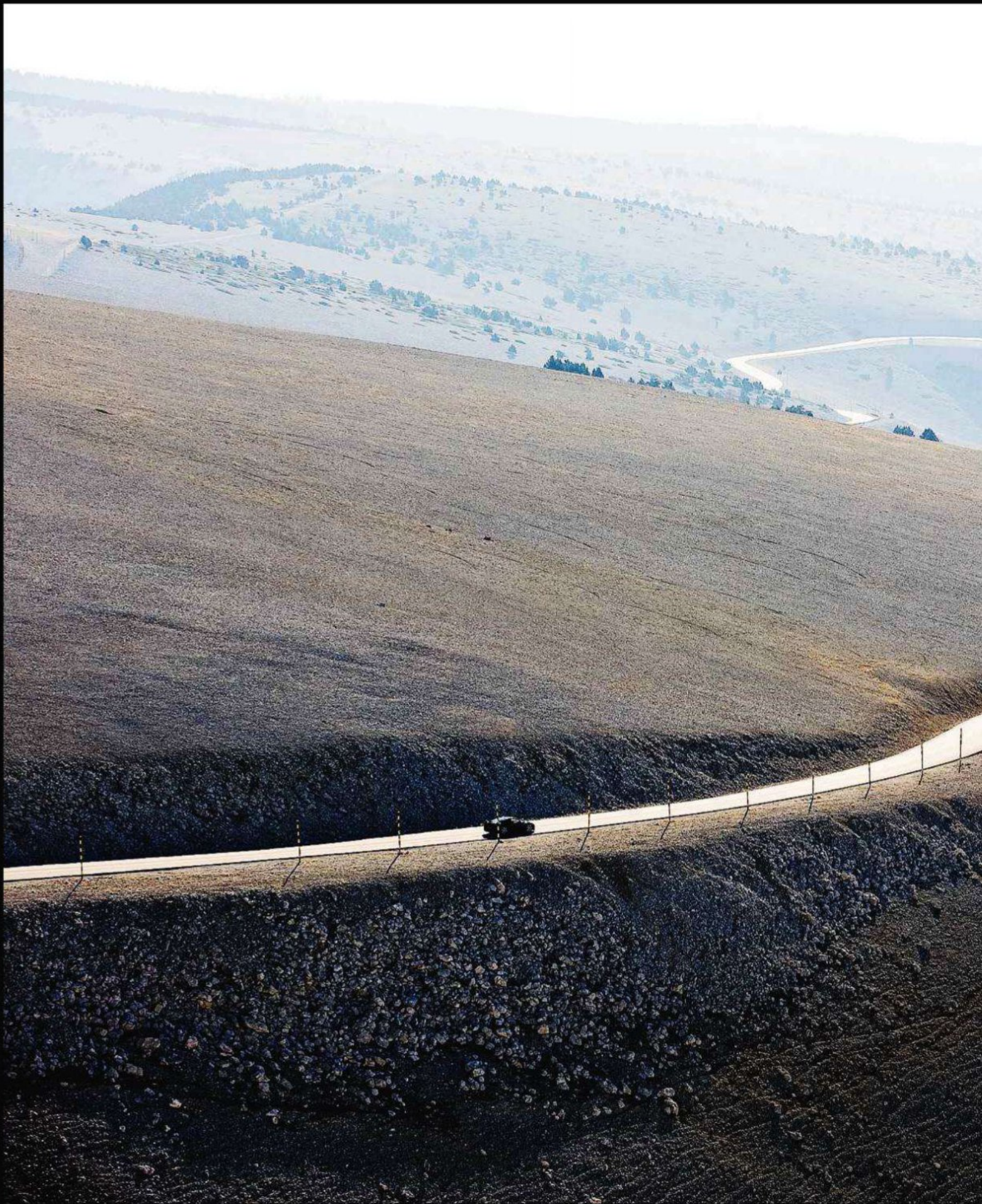




▲ **ASTON MARTIN VANQUISH**  
**Kenny P, evo 110**

Production of the last hand-built Aston, the Vanquish, came to an end in 2007. evo's road test editor, Henry Catchpole, marked the occasion by taking one of the last examples on an epic road trip to the Highlands



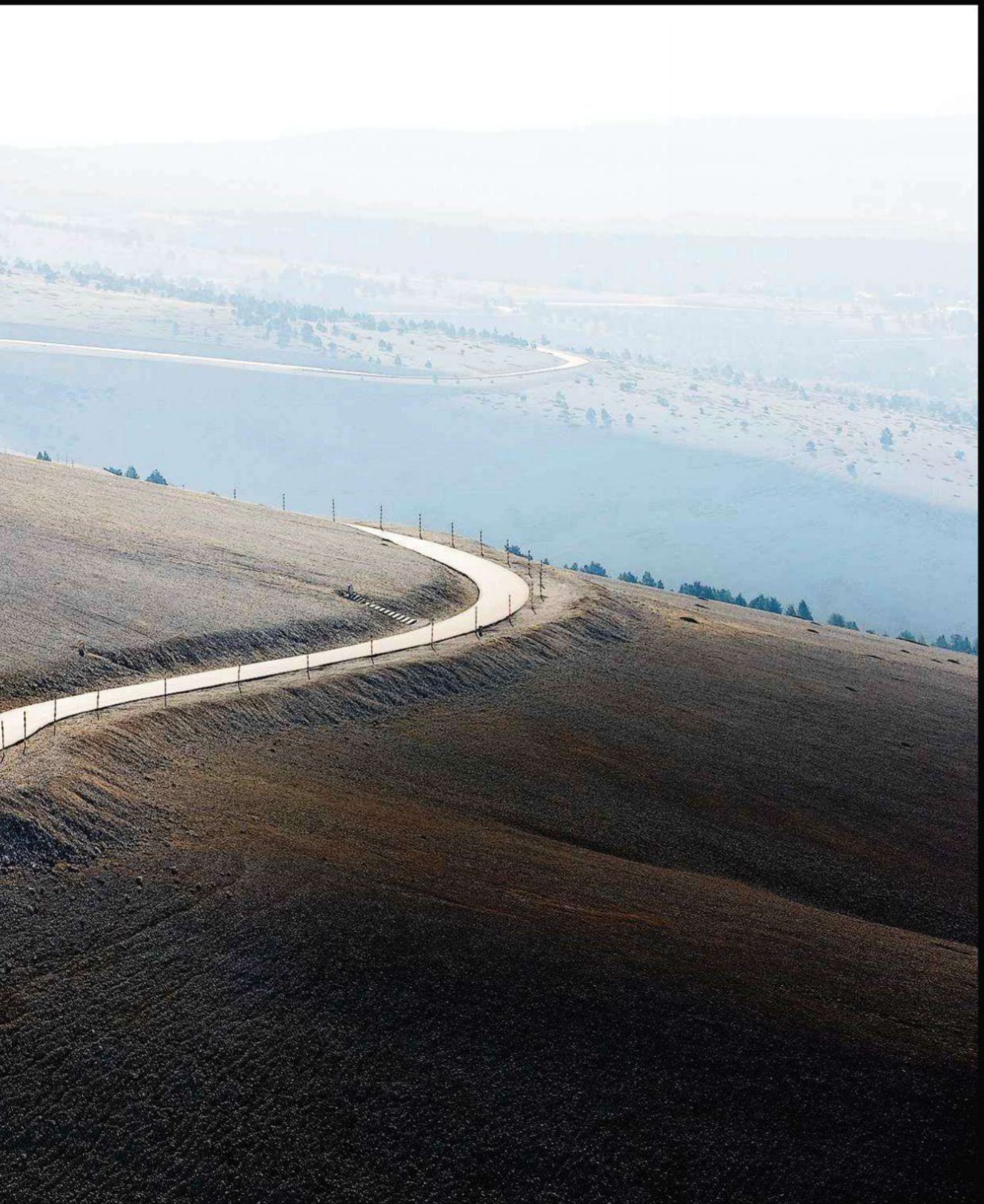


▲ **NISSAN GT-R**

**Chris Rutter, evo 125**

We knew it was good, but our 2008 Car of the Year test on Mont Ventoux in France revealed just how good when the GT-R saw off competition from Lamborghini, Porsche and Aston, to name but three









► **JAGUAR XJ220 AT THE NÜRBURGRING**  
**Gus Gregory, evo 021**

With a Nordschleife lap time of 7min 46sec – then the record for a road car – the XJ220 had to be there when, back in 2000, we headed to the Ring with four cars that had posted sub-8 minute laps







◀ **KTM X-BOW**

**Michael Bailie, evo 121**

The first four-wheeled creation from motorbike maker KTM, the X-Bow looked like nothing else. Sadly, although it was undeniably capable, we found the driving experience wasn't as exciting as the styling

▼ **NOBLE M12 GTO-3R**

**Gus Gregory, evo 063**

'As a junior-league supercar, the Noble hits the major targets with remarkable precision,' we said of the then new GTO-3R in 2003. 'In its own way it's a bit of a Zonda, a car seemingly out of nowhere'



▲ **CAR OF THE YEAR CONTENDERS**

**Andy Morgan, evo 099**

It's not all about supercars, as this collection of 12 fantastic 'affordable' cars from our our 2006 eCoty test shows. The £24K Elise S was the winner from this group, the Mégane 230 coming second





▲ **ULTIMA GTR AT LE MANS**

**Gus Gregory, evo 017**

Where better to take a car that looks like an escaped Group C racer than to Le Mans? The 534bhp GTR's performance was race car-like too. 'It slices straight to the core of speed and sensation,' we concluded





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▲ **911s ON THE GROSSGLOCKNER PASS**

**Stuart Collins, evo 121**

Soon after the launch of the mk2 997 in 2008, we drove the latest Carrera S back-to-back with a 1960s 911 on the road once frequently used by the Porsche family when travelling between home and the factory







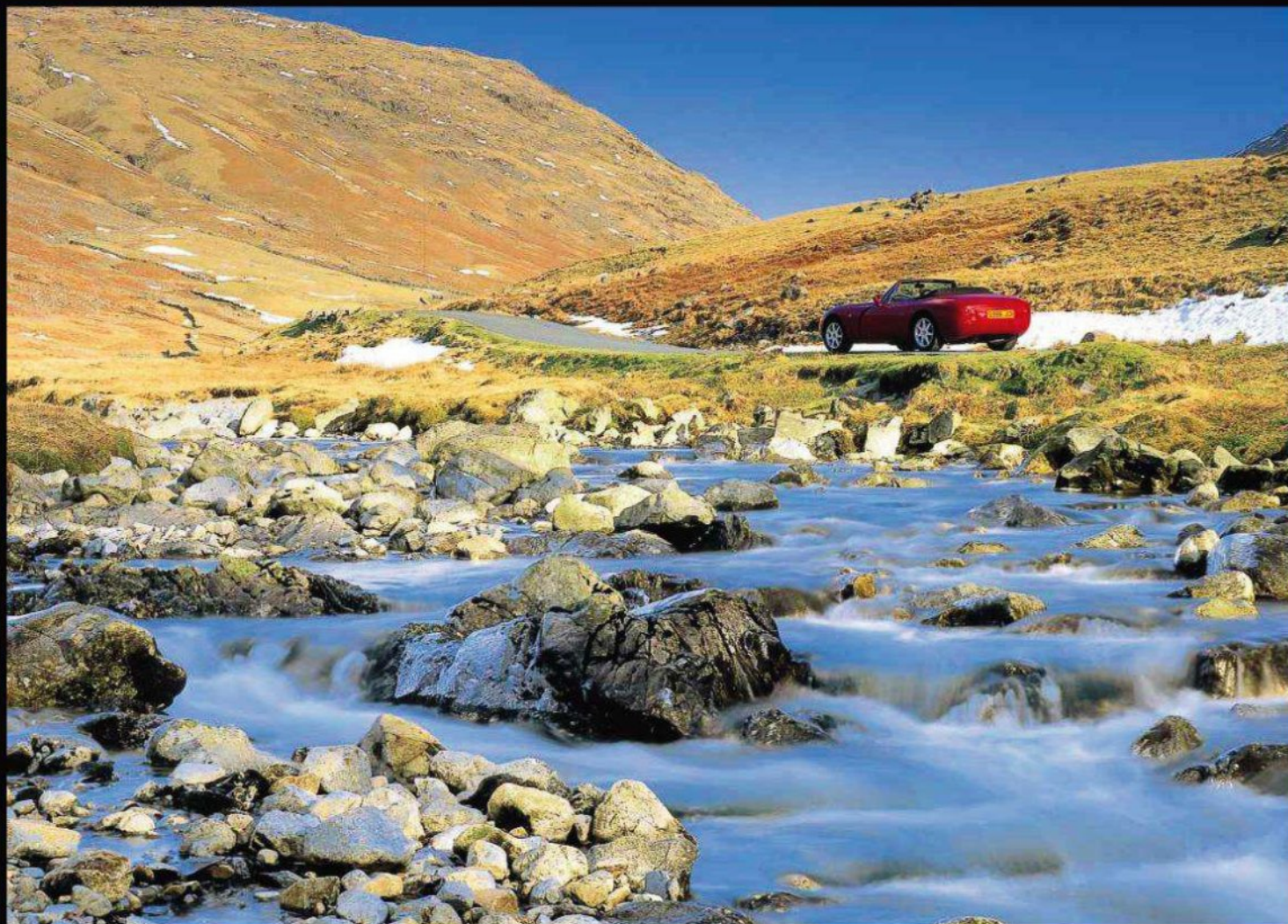
▼ 911 GT3 ON THE TARGA FLORIO

**Gus Gregory, ev0 028**

Packing 700 corners into 44 miles of narrow, bumpy Sicilian mountain road, the Targa Florio road race was one of the greatest tests of car and driver. In 2001 we revisited the course in a 996 GT3







▲ TVR GRIFFITH 500  
Michael Baillie, evo 030

In 2001, with production of the Griffith coming to an end, we drove one of the last examples of the car to the Lake District to revisit the scene of one of the Griff's first road tests from some nine years earlier





▲ **FERRARI 360 SPIDER F1**

**Andy Morgan, evo 027**

On our Car of the Year test in 2000 the 360 was criticised for 'never feeling like it's really keying into the road surface', which may or may not explain the jaunty angle it achieved at the Anglesey Circuit





▲ **BENTLEY CONTINENTAL T**

**Andy Morgan, evo 026**

In 2000, we drove the 170mph, turbocharged Continental T to the south of France to recall Henry 'Tim' Birkin's extraordinary win at the 1930 Pau Grand Prix in his Blower Bentley





▲ **SHELBY GT500 MUSTANG v DAYTONA COUPE**

**David Shepherd, evo 097**

Carroll Shelby is a true American legend, and his name is on some of the most iconic performance cars of the last 50 years. In 2006 the latest Shelby was the GT500. We compared it with Superformance's recreation of the classic 1960s Shelby Cobra Daytona Coupe









▲ **DIABLO 6.0 VT**

**Andy Morgan, ev0 027**

'Audi has handled the old Devil with sympathy, brought out what it does best, not spoilt a thing. The shape, now shorn of spoilers and scoops, is just mesmerising. This is the best Diablo ever'



▲ **ALPINA D3 BI-TURBO**

**Dave Smith, ev0 120**

In summer 2008, with the country in the grip of spiralling fuel prices, we took a bunch of 'eco' cars to Wales to find out if they could still be fun. The Alpina D3 undoubtedly was...

▼ **BOXSTER v TT ROADSTER**

**Dominic Fraser, ev0 016**

In late 1999 Audi took the top off its still freshly minted TT and created a desirable sports convertible. But could it possibly have the ability to challenge the 2.7-litre Boxster? Er, no, as it happened







▲ **CAR OF THE YEAR 2008**

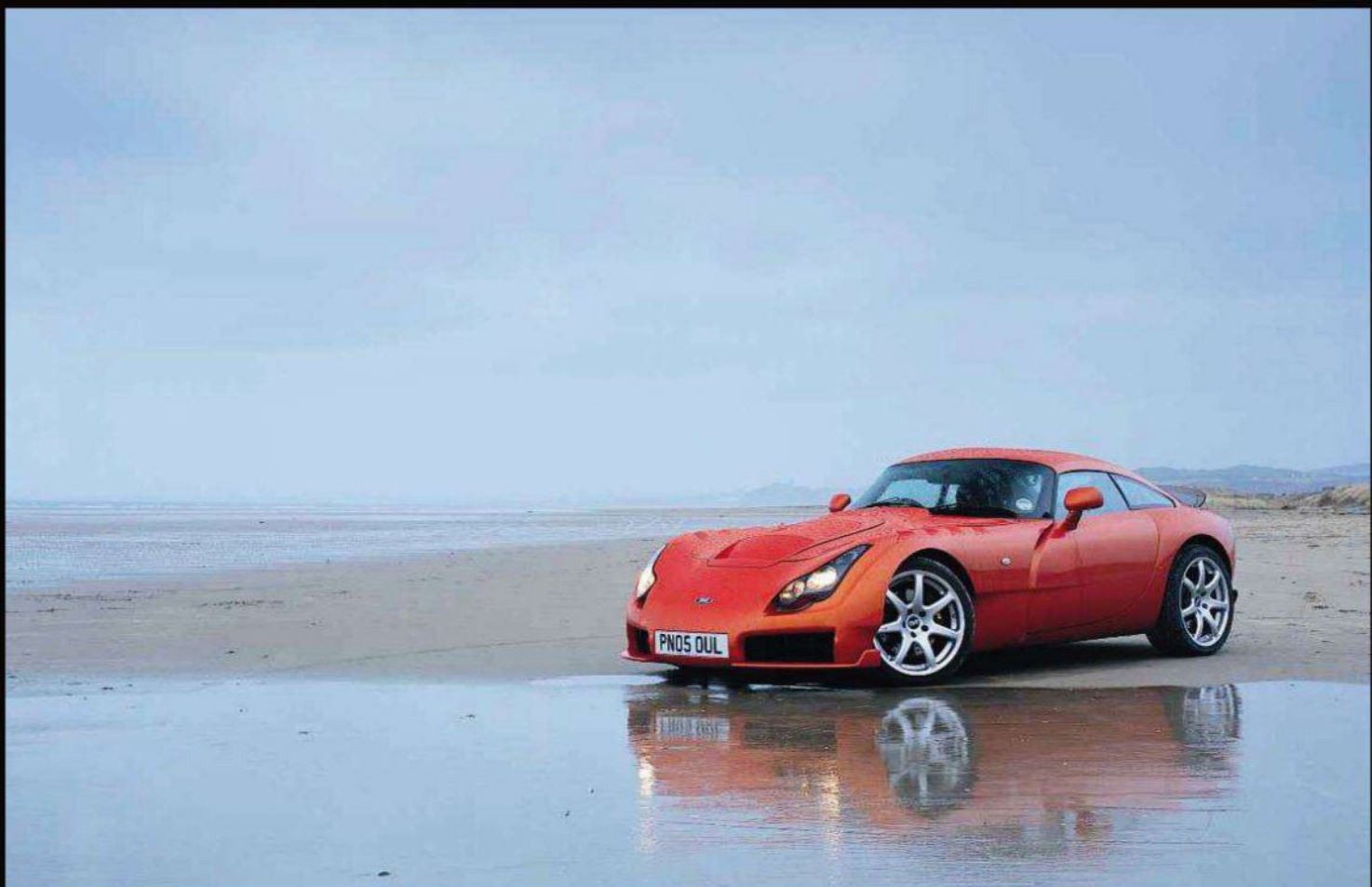
**Stuart Collins, evo 125**

Some years there are so many great new affordable performance cars that we create a separate test for them. 2008 was one such year, with the likes of the Caterham R500, Abarth 500 and Mégane R26.R

▼ **TVR SAGARIS**

**Andy Morgan, evo 079**

With its wild vents and 406bhp straight-six, the Sagaris was the extreme new face of TVR back in 2005. Unfortunately it wouldn't be enough to save the company, but it was still a great British sports car







▲ **MASERATI GRANTURISMO v ASTON V8 VANTAGE**

**David Shepherd, evo 109**

In summer 2007, Maserati launched a brand new coupe called GranTurismo with a 4.2-litre V8 and an £80K price tag. We pitted it against Aston Martin's 4.3-litre V8-engined Vantage, high on the legendary Stelvio Pass









▼ PEUGEOT 206 GTI v 205 GTI

Gus Gregory, evo 008

In 1999, Peugeot launched the much-anticipated 206 GTI, which should have been the successor to the much-missed 205 GTI. As our twin test proved, it just didn't hit the spot. In fact it marked the start of Peugeot's decline as a maker of fun, small cars

▼ MERCEDES SL65 BLACK

evo 126

The 661bhp 'super-SL' is AMG's most powerful model to date, and on the launch at the Laguna Seca racetrack it showed its incredible straight-line pace, though it wasn't the sharpest tool in the corners





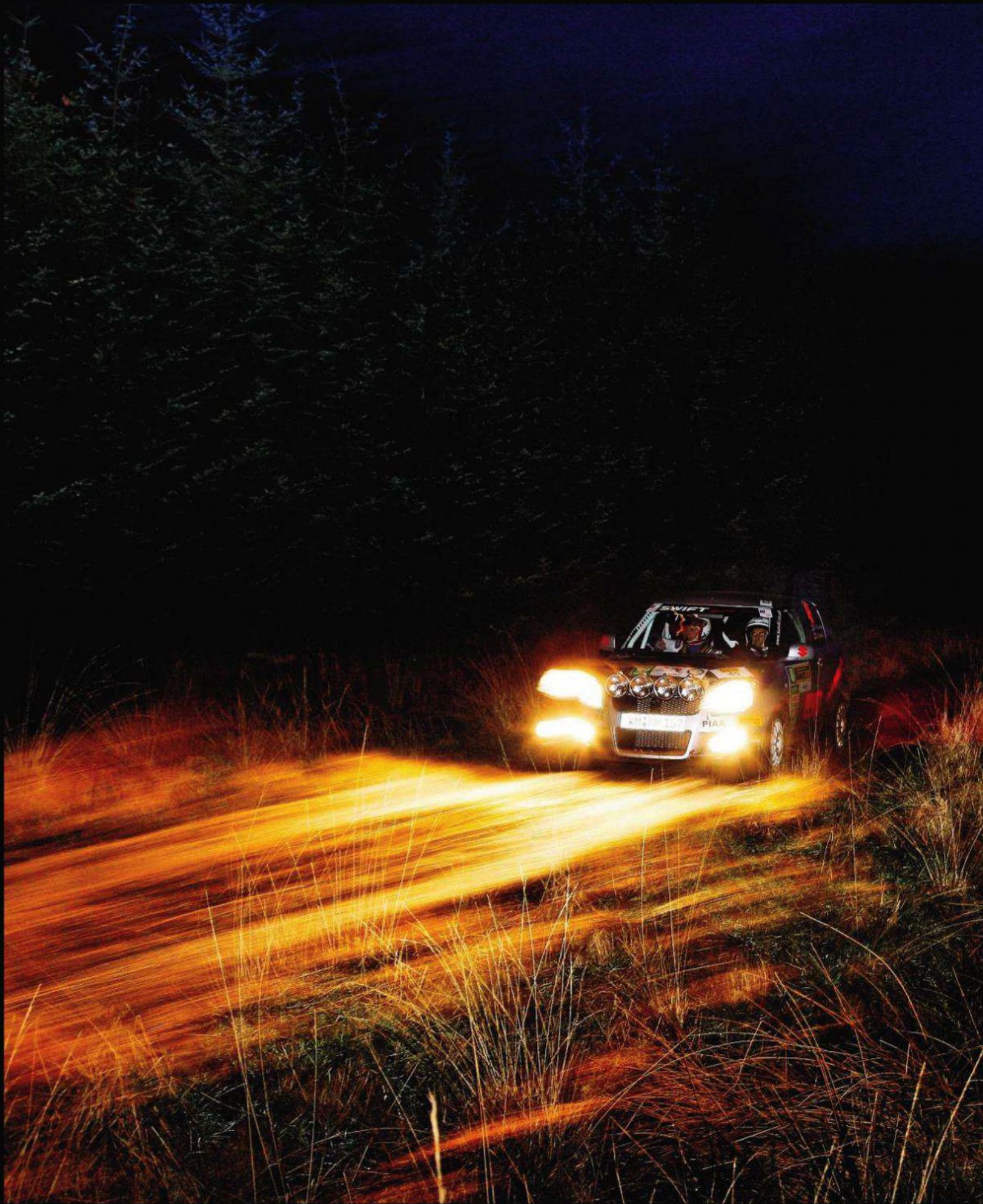


▲ **BMW M3**

**Andy Morgan, evo 024**

The E46-generation M3 was launched in 2000 with a 338bhp 3.2-litre straight-six, and a state of the art drivetrain including the trick 'M-diff'. It would later spawn the sought-after CSL and CS variants





▲ **STAGE FRIGHT**

**David Shepherd, evo II9**

In 2008, evo staff writer Henry Catchpole set out to become a rally driver. After obtaining his international licence and a drive in the Suzuki Swift Sport Cup, it was time to venture into forbidding Kielder Forest





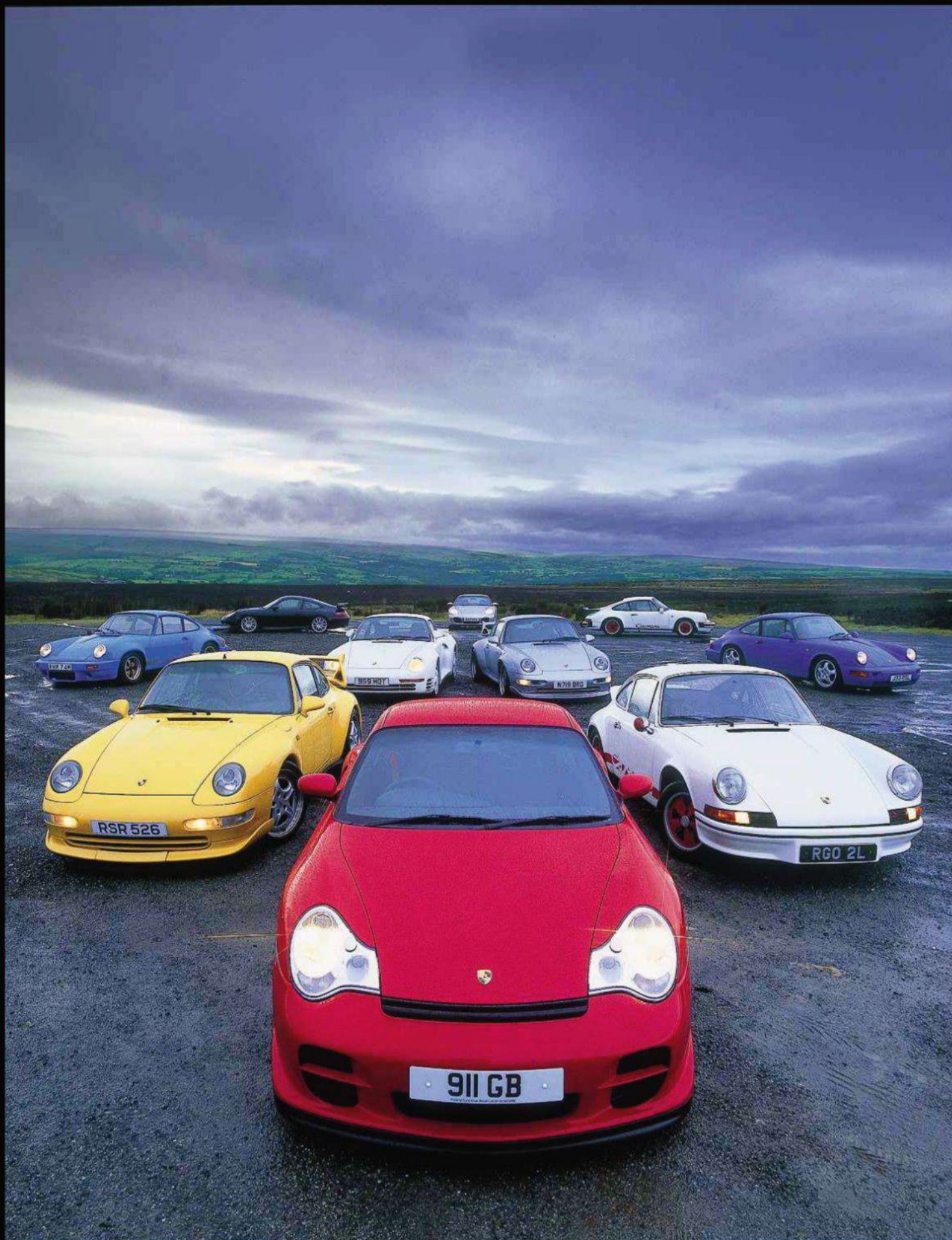




▲ **HIGH & LOEB**  
evo 124

In the world of rallying, one man stands head and shoulders above the rest. Sébastien Loeb has won the last four drivers' championships. In our tenth birthday issue, Henry Catchpole rode alongside him





#### ▲ 911 HEAVEN

**Andy Morgan, evo 036**

To mark the launch of the 996 GT2 in 2001, we brought together ten of the finest roadgoing 911s to find out which was the greatest of them all. The winner was the 2.7 RS, with the 996 GT3 runner-up





► **BRABUS BULLIT**

**Kenny P, evo II 9**

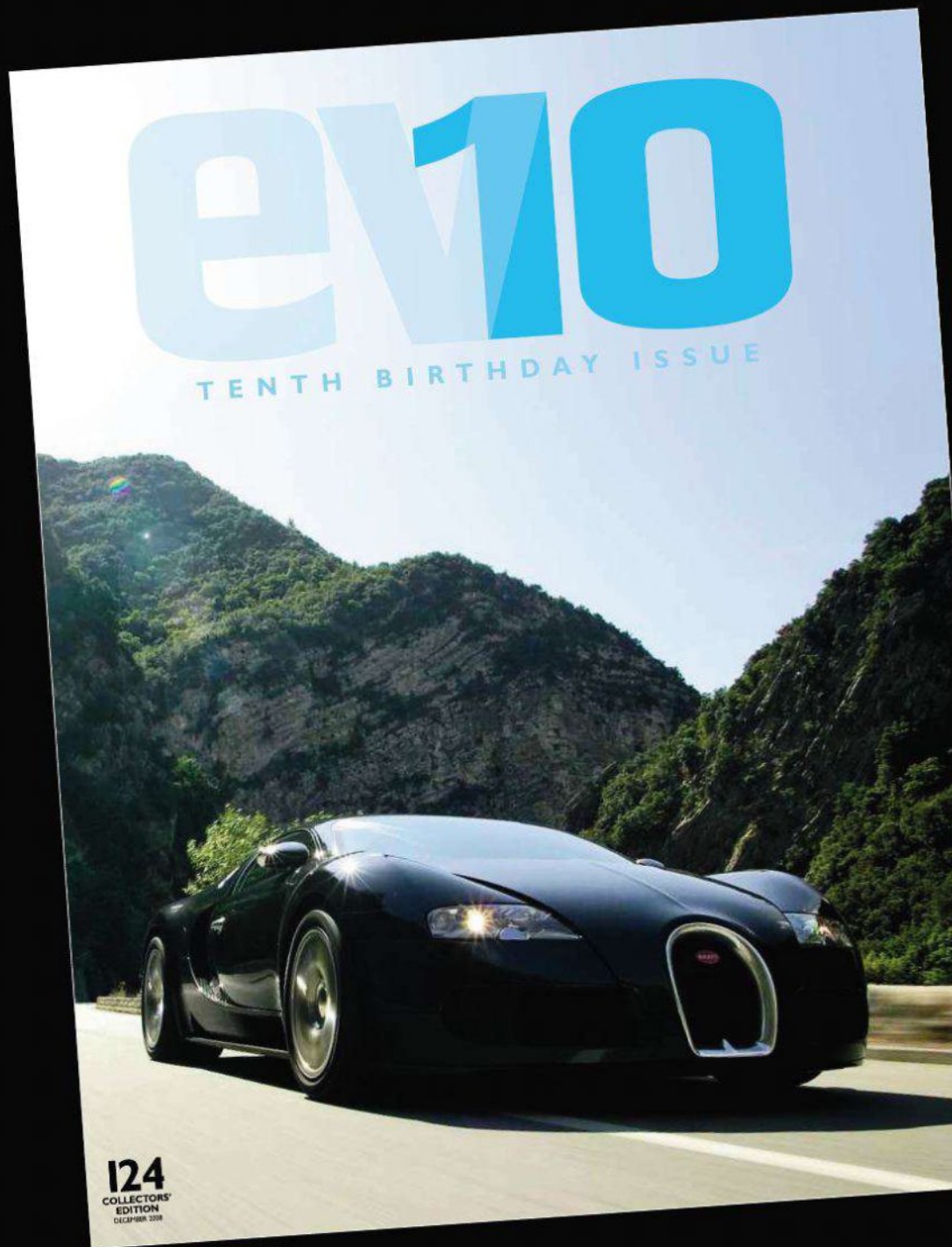
Brabus has built some pretty extreme cars over the years, but the Bullit, which squeezes a monstrous 720bhp twin-turbo V12 into the Mercedes C-class bodyshell, has to be the most extraordinary yet







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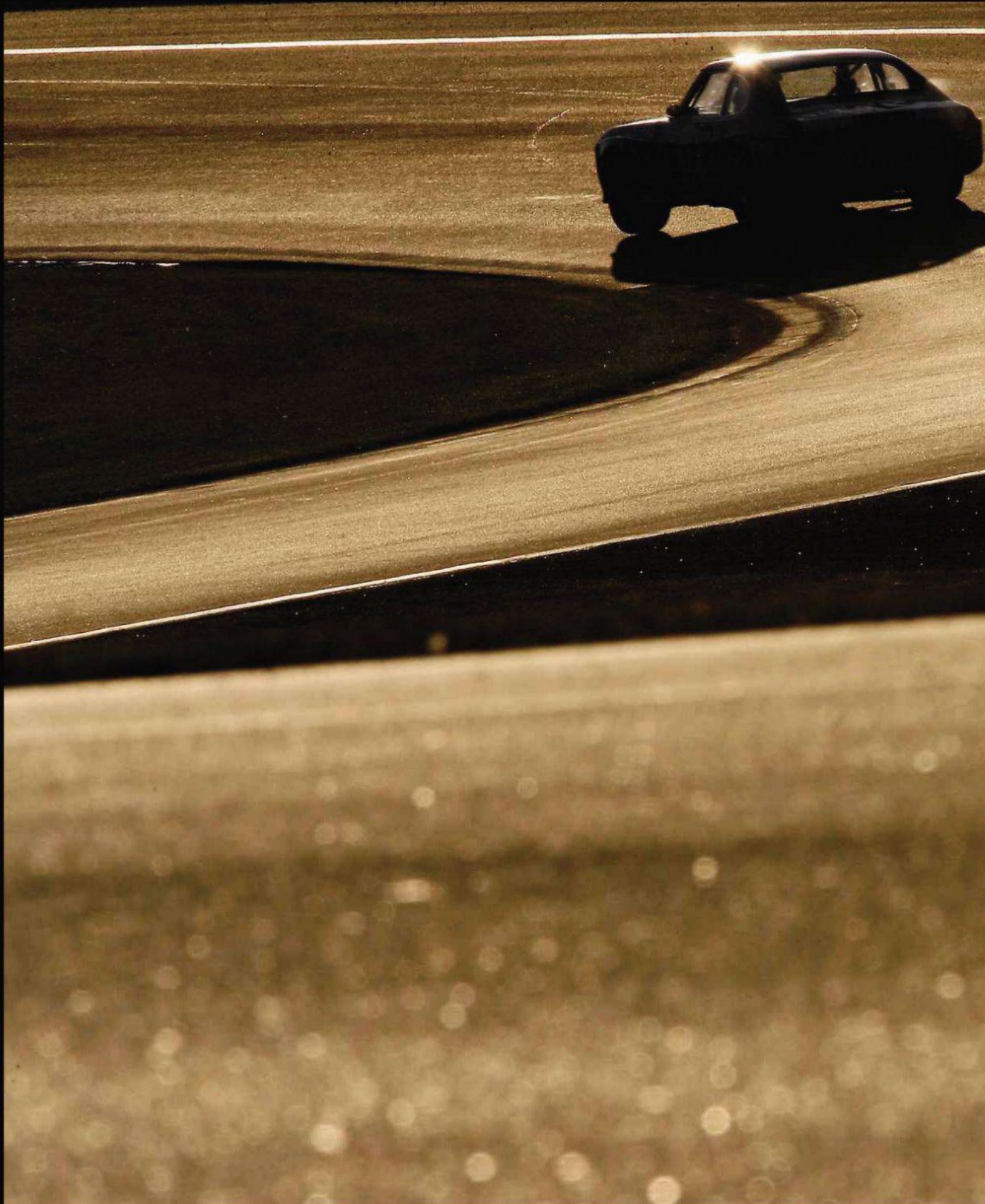
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▲ CAPRI AT LE MANS

**Tim Wren**, *evo* 122

For John Barker, *evo*'s self-confessed Capri nut, the chance to drive a race-spec RS2600 in the Le Mans Classic was a dream come true. Winning the Index of Performance was just the icing on the cake







▼ 360 STRADALE v 911 GT3

Gus Gregory, evo 059

'With such frequent tight corners and fleeting straights, the upper section of Stelvio has a hypnotic rhythm, the Ferrari's F1 transmission delivering perfect, punchy downshifts at the flip of a paddle'



► ELISE 135R v VX220T

Andy Morgan, evo 058

The occasion was Trackday Car of the Year 2003, the venue was the Bedford Autodrome, and there was a nice little in-fight developing between the hardcore Elise 135R and its turbocharged Vauxhall-badged cousin, the VX220T







► **PORSCHE BOXSTER S**  
**Kenny P, evo 128**

In early 2009, Porsche launched its updated, more powerful Boxster range. We took the S version to the Gaisberg hillclimb in Austria, where early Porsche sports cars enjoyed success in the 1950s



◄ **MURCIELAGO**  
**Andy Morgan, evo 038**

When the Murciélago was launched in 2001, it was a real event. This, after all, was the first new Lamborghini model for over a decade. And with a 570bhp 6.2-litre version of the famous V12, it was a more than fitting replacement for the Diablo





▲ ZONDA F ROADSTER

**Matt Vosper, evo 127**

Of all the supercars we've driven over the years, none can best the Zonda for sheer driving enjoyment. This was our final fling in a last-of-the-line Roadster on some favourite roads in Tuscany







▼ **RADICAL SR3 v JP1**

**Kenny P, evo 058**

If you were looking for the ultimate track car back in 2003, you'd need look no further than the Radical SR3 Supersport and Palmersport's Jaguar-engined JP1. Round the West Circuit they were unbeatable







▲ **KTM X-BOW**

**Barry Hayden, ev0 123**

Bike maker KTM's first venture into car production is the traffic-stopping X-Bow. As we said when we drove it in late 2008, it's arguably the most extraordinary object with four wheels ever to be seen on the road





▲ LAMBORGHINI REVENTON

Ingo Bareschee, evo 119

All 20 examples of the stunning £900,000 Reventon were snapped up by super-rich collectors within weeks of it being announced. The designers were inspired by the F-22A Raptor 'stealth fighter'









▲ **PAGANI ZONDA R**

**Chris Rutter, evo I28**

The last Pagani to bear the 'Zonda' name is the utterly bespoke and trackday-only Zonda R, a £1.4million 739bhp symphony in carbonfibre. Just ten of these thinly disguised race-cars are being built



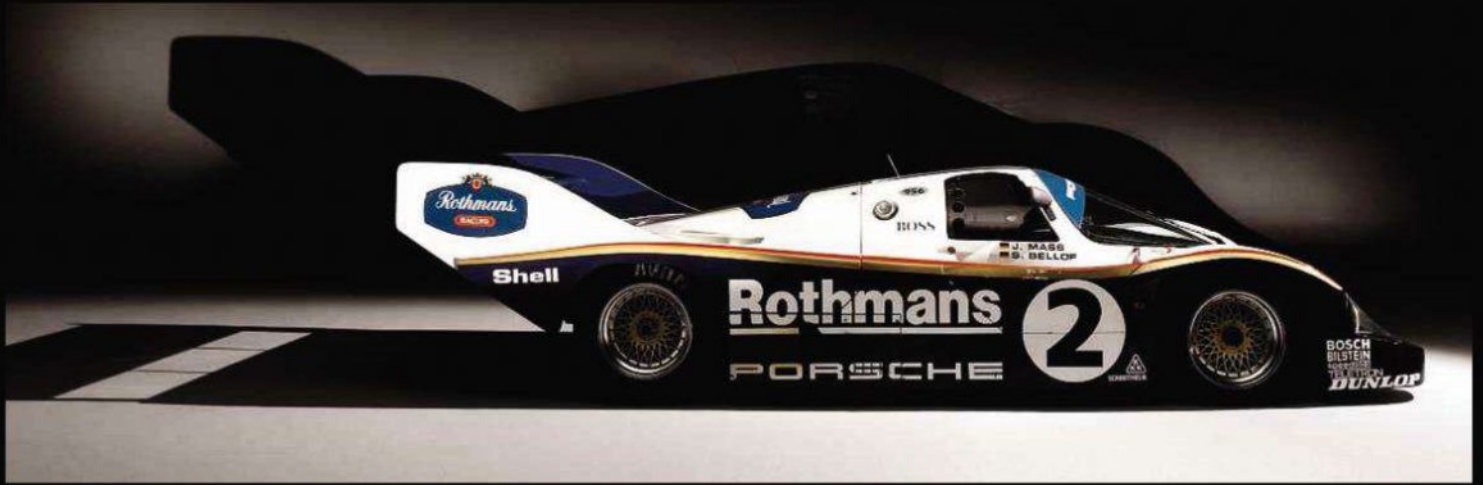


**▲ QUATTRO REBORN**

**Andy Morgan, evo 088**

With the all-new RS4, released in late 2005, Audi finally had a worthy successor to the Ur-Quattro, a car that could stand up to any opposition, including the Mercedes C55 AMG and BMW's mighty M3





▲ **PORSCHE 956**

**Andy Morgan, evo 117**

This particular 956, chassis number 008, had a distinguished race career, including victory at the Norisring with Bellof in 1983. Team-mate Derek Bell found the 956 physical but hugely rewarding to drive

▼ **X-BOW ON TRACK**

**Charlie Magee, evo 121**

'The X-Bow is remarkably friendly. It's playfully oversteery in the slower corners, giving you the option of backing off and gathering it up – or keeping it nailed and riding it out...'







▲ **LOTUS ESPRIT V8**

**David Shepherd, evo 041**

By 2002 the Esprit was coming towards the end of its life, but in 350bhp V8 form it still had the performance to justify its supercar status – 0-60mph in 4.8sec and a top speed of 175mph

▼ **BENTLEY v ASTON**

**David Shepherd, evo 012**

The late-90s Bentley Continental R Mulliner and Aston Martin Le Mans Vantage were two towering monuments to hand-built Britishness. We took them on an appropriately mammoth journey to Skye







▲ **GUMPERT APOLLO**

**Stuart Collins, evo 110**

In 2007, German supercar maker Gumpert unleashed the production version of its Apollo supercar. It wasn't exactly pretty, but by gum it was fast, going on to post one of our quickest laps at the West Circuit.









► **SUPERLIGHT R300**

**Stuart Collins, evo 128**

Caterham's 'Superlight' range is its most extreme, and the R300 version is the best-seller. A new, Ford-engined version appeared in early 2009, and as our road testers found, it was as electrifying as ever







◀ **FERRARI 430 SCUDERIA**

**Matt Howell, evo 121**

Ferrari reckoned the Scuderia was as quick as an Enzo, so in autumn 2008 we put it through a full performance test to find out. On Millbrook's mile straight it hit 60mph in just 3.5sec and 100 in 7.7



▲ **SPECIAL FORCES**

**Gus Gregory, evo 047**

Back in the summer of 2002, the then-new Ferrari 575M took on Aston Vanquish, Lamborghini Murciélago and a 911 Turbo. It was an epic battle, but the eventual winner was the Lambo





▲ **GT40 TO LE MANS**

**Dave Smith, evo 124**

For our tenth birthday issue, evo's regular writers were all allowed to pursue a 'dream drive'. John Simister had worshipped the GT40 since boyhood, so he seized the chance to drive one to Le Mans









▲ **RADICAL SR8**

**Antony Fraser, evo 077**

Radicals are just about the fastest thing you can buy, but this one was even more special than most, with not one but two Suzuki Hayabusa bike engines fused together to create a V8-engined track rocket



► **PORSCHE 911 GT3**

**Andy Morgan, evo 063**

The 997 GT3 was evo Car of the Year 2003. 'Super-quick and scalpel-sharp, Stuttgart's second-generation road racer is one of the finest drivers' cars in existence,' we said





#### ◀ NOBLE M12 GTO-3R

**Gus Gregory, evo 062**

Sports car maker Noble came of age with the twin-turbo 352bhp M12 GTO-3R, launched in 2003. It was so good it made it through to our Car of the Year feature, where it finished an impressive fifth overall



#### ▲ A TALE OF TWO SCOOBIES

**Matt Vosper, evo 124**

In the first issue of evo in 1998 we road-tested the 22B, then the most extreme Impreza yet.

Ten years on, and Subaru unleashed its most potent UK model ever, the STI 330S. For our tenth birthday issue we brought them together





▲ ALFA'S BACK!

**Gus Gregory, evo 120**

After years of underachieving, Alfa's renaissance was confirmed in 2008 with the arrival of the gorgeous 8C Competizione and the relaunch of the Brera, now with Prodrive tweaks





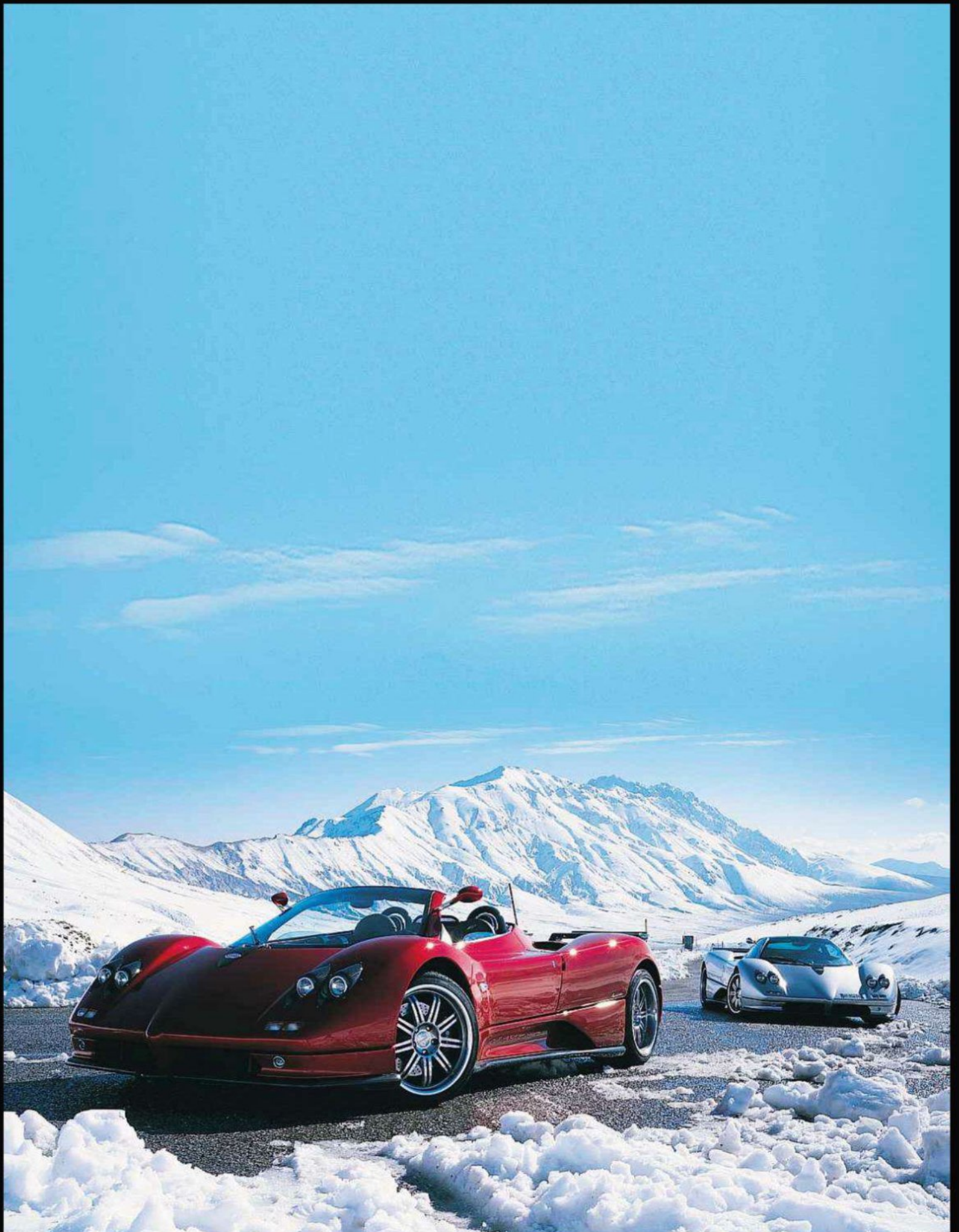




▲ **THE FIRST EVORA**  
**Stuart Collins, evo 126**

As the first production-spec example of Lotus's exciting new V6-engined 2+2 rolled off the line in late 2008, we were at the Hethel, Norfolk factory to witness the historic moment





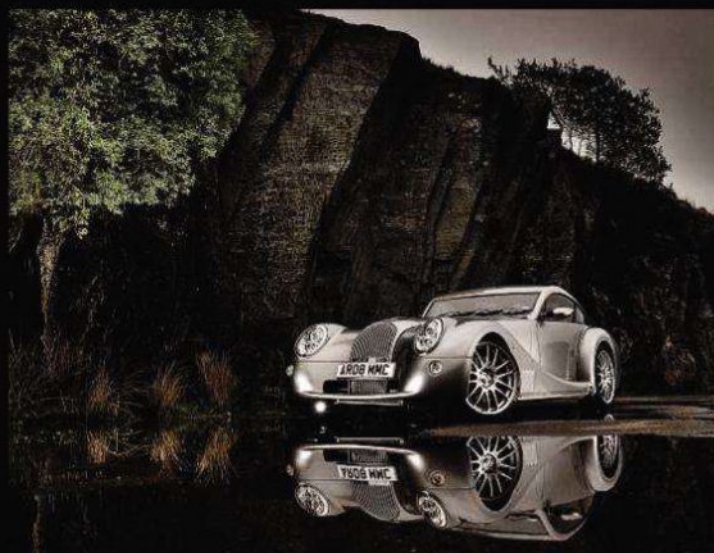
▲ TWO ZONDAS

**Gus Gregory, evo 074**

The Zonda Roadster was brand new in 2004. The silver C12S was an early car, the company 'hack', which had already clocked up 120,000 very hard kilometres when we drove it. Both were intoxicating



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164 pages of stunning pics



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