

911 OUTLAWS

Meet the US-based Brits improving on perfection

POWER TOWN

The untold story of Britain's improbable supercar city

NEW CATERHAMS

Driving the ultimate anti-bull**** cars. Which one are we going to build ourselves?

evo

— THE THRILL OF DRIVING —



NO MORE EXCUSES



After three generations, has Audi finally made a drivers' car of the TT?

EVERY RIVAL COMPARED

PEUGEOT
RCZ R

NISSAN
370Z NISMO

PORSCHE
CAYMAN

BMW
M235i

ALFA
ROMEO 4C

LOTUS
EXIGE S



June 2015 www.evo.co.uk £4.50





TAKE THE WHEEL. THE FRONT SPOILER. OR THE SPORTS EXHAUST.

THE NEW MINI JOHN COOPER WORKS HATCH.

One TwinPower Turbo engine. Five decades of race tuning. 231 horsepower and 320Nm of torque. Oh, and 0-62mph in 6.1 seconds flat. It's the most powerful MINI ever.

SEE WHAT IT'S MADE OF AT MINI CENTRES FROM 2 MAY.
MULTISCREEN EXPERIENCE AT MINI.CO.UK/NEWJCW



Combined 49.6 mpg (5.7 l/100km). CO₂ Emissions 133 g/km. Figures may vary depending on driving style and conditions.



BENTLEY



Lower. Sleeker. Faster. Meaner.

The Continental GT V8 S.

This new Continental pushes Bentley's V8 platform even further – with a re-calibrated engine, revised stability control and uprated chassis. And the car's sleek, sporty appearance is matched by new levels of exhilarating power and handling.

For more information call 0845 689 1625 or visit www.BentleyMotors.com. #GTV8S

Continental GT V8 S fuel consumption – EU Drive Cycle in mpg (l/100 km): Urban 18.0 (15.7); Extra Urban 36.2 (7.8); Combined 26.4 (10.7). CO₂ Emissions 250 g/km.

The name 'Bentley' and the 'B' in wings device are registered trademarks. © 2015 Bentley Motors Limited. Model shown: Continental GT V8 S.

Subscriptions

Telephone 0844 844 0039
Email eds@servicehelpline.co.uk
Online subscriber service www.subsinfo.co.uk
Back issues 0844 844 0039

Editorial

Telephone 020 7907 6310
Email eds@evo.co.uk Website www.evo.co.uk
5 Tower Court, Irchester Road, Wollaston,
Wellingborough, Northants NN29 7PJ, United Kingdom

Editor Nick Trott
Managing editor Stuart Gallagher
Art director Rob Gould
Features editor Henry Catchpole
Website editor Hunter Skipworth
Road test editor Dan Prosser
Production editor Ian Eveleigh
Film-maker Sam Riley
Designer Will Beaumont
Staff photographer Aston Parrott
Staff writer Sam Sheehan
Staff writer Antony Ingram
Subeditor Richard Lane
Contributing editor Jethro Bovingdon
Contributing editor Richard Meaden
Contributing editor David Vivian
Contributing photographer Dean Smith
Technical correspondent Michael Whiteley
Columnist Richard Porter
Columnist Dario Franchitti
Office manager Jane Townsend-Emms

Contributors (words)

Simon de Burton, Colin Goodwin, Matthew Hayward,
Peter Tornalin, David Yu

Contributors (pictures)

Drew Gibson, Andy Morgan

It wouldn't have been possible without

Anglesey Circuit, Bedford Autodrome, Brynateg Holiday Park,
Simon Ford, Adrian Hall Carpenter, Foskers, Jason Fowler,
Niall McMahon, Jens Munser, Tyres Northampton, Nick Stafford,
Bill Vero, Richard Usher and Blyton Park

Advertising & Promotions

Telephone 020 7907 6773 Fax 020 7907 6601
ISDN 020 7580 0297 Email ads.evo@dennis.co.uk
30 Cleveland Street, London W1T 4JD

MD of advertising Julian Lloyd-Evans
Advertising director Sarah Perks
Advertising manager Tim Deeks
Business development manager Shaza Agabani
Account manager Neale Salt
Sales executive Alexander Rumble
Inserts executive Abdul Ahad
Lifestyle director Sophie Kochan
Group advertising manager digital Elaine de la Cruz
Senior production executive Daniel Stark
Marketing & events co-ordinator Traci McLean
Newtrade director David Barker
Head of direct marketing Gary Briggs

Creative solutions

Commercial director Jonathan Kitchen
Designer Rob Callaghan
Senior project manager Avril Donnelly
Projects co-ordinator Ludovica D'Angelo

Licensing & syndication

International director Ian Bedwell
Syndication manager Ryan Chambers
Licensing manager Carlotta Serantoni
Licensing & syndication executive Nicole Adams

evo Cars for Sale

Telephone 0207 907 6660

Publishing

Publishing director Geoff Love

Dennis Publishing Ltd

Group managing director Ian Westwood
Chief financial officer Brett Reynolds
Group finance director Ian Leggett
CEO James Tye
Company founder Felix Dennis

evo

ISSUE 209
JUNE
2015

Ed Speak

W

WHAT DO YOU DO WHEN YOU'RE CONFRONTED WITH yet another 'amazing supercar crash that you *must* see!' post on FaceTuberGram? Me? I ask myself three questions.

Firstly, shall I watch it? Secondly, who thinks it's a good idea to post a video of a supercar crashing into a crowd of people? And thirdly, what aspect of the driver's personality or past has led them into this life-changing situation? It's the third point I'll tackle here.

I guess we all like to think that we're pretty good drivers. The staff here take pleasure in producing content for **evo** knowing that you understand – and perhaps more significantly enjoy – not only the thrill but also the science and responsibility of driving. I'd wager the majority of supercar crashers don't give two hoots about responsibility and culpability, but enjoy the status and attention afforded by owning the vehicle. At the core of the reason why they don't give two hoots is what adds napalm to the horrible cocktail of inevitability: they already think they can drive.

Driving a performance car is mostly about skill and judgement. Skill you can be born with, but you can also develop it, and judgement comes from self-awareness and experience. Losing control of a car in a parade and crashing into a line of people simply would not happen if the driver exercised good judgement. 'Dick got no skillz,' says the internet. Sorry internet, but skill doesn't come into it. Dick got no judgement.

Crucially, age doesn't come into it either. Speak to any circuit instructor and generally they'll tell you that the most malleable and receptive students are youngsters. They don't have bad habits and they're used to being told what to do. They also want to improve.

Age is only a factor in that we don't educate our kids about motoring matters soon enough. The Institute of Advanced Motorists suggests that traffic education should be part of the national curriculum, and a recent study by the FIA (Fédération Internationale de l'Automobile) found that only seven of 15 European countries surveyed had mandatory traffic education in schools (it's voluntary in the UK). That's all very interesting, but it's also slightly missing the point – children should be learning to actually drive at a very young age, and ideally in a school environment.

Why? Let's look at F1 driver Nico Rosberg. I interviewed him when he was 17, just after he became the youngest driver to test an F1 car. 'Can you handle the performance?' I asked. 'I've been driving since I was six,' he replied. 'Do you have control over your emotions?' I queried. 'Experience has given me that,' he responded.

Sure, Nico's genes arguably helped, but I'd wager that the forging of his skill and judgement was a direct result of driving from a young age, and learning not just about car control, but consequence and discipline.

Speaking to his dad, 1982 world champion Keke, confirmed it. 'Oh, he's been driving my 427 Cobra up in the hills of Monaco for a while now. I have no concerns.' Why? Because education and experience resulted in Nico not *thinking* that he could drive, but *knowing* it. And crucially, knowing when to exercise restraint and control.



Nick Trott Editor (@evoNickTrott)

Visit
evo.co.uk

evo.co.uk – refreshed and packed with stories

RESOURCE

The best resource online for performance and premium car reviews and news

INSTAGRAM

A new Instagram account taking you behind the scenes (officiallevomagazine)

VIDEO

Deadly Rivals: our new web and video series putting performance cars head-to-head

IN-DEPTH

Full multi-page in-depth reviews of every car that matters to **evo** readers

SOCIAL

Two-way Facebook and Twitter policy – ask us about the cars we drive

evo Worldwide EDITORS-IN-CHIEF

Australia Jesse Taylor China Shawn Lee Croatia Nikola Curic Czech Republic Petr Ehrlich
Egypt Omar Khalifa France Stéphane Schlesinger India Sirish Chandran Italy Piero Bacchetti Malaysia Daniel Wong
Middle East Bassam Kronfli Russia Anatoly Komzolov Singapore Sheldon Trollope
Slovenia Matjaž Korošak Thailand Chettha Songthaveepol

evo is available for international licensing and syndication. Email Carlotta_Serantoni@dennis.co.uk

evo

ISSUE 209 JUNE 2015



CONTENTS

108

WEST COAST 911s

DRIVEN



040

RANGE ROVER SPORT SVR

044

RADICAL RXC TURBO 500

046

LAMBORGHINI HURACÁN

049

COSWORTH TOYOTA GT86

050

MERCEDES-AMG C63

052

ROMEO FERRARIS
RACE CINQUONE

056

MERCEDES-AMG S65 COUPÉ



FEATURES

068



068

AUDI TTS v RIVALS

Now in its third generation, the Audi TT is making new attempts to gain the attention of driving enthusiasts. But does it deserve to? *evo* assembles six rivals to ascertain whether the latest TTS is worth consideration against the likes of Porsche's fabulous Cayman and the Nissan 370Z Nismo. Game on

086



086

AUDI SPORT TT CUP

Meaden gets to grips with a machine tasked with identifying Audi's next batch of super-fast factory drivers and altering the public perception of its junior coupe. Time to discover what kind of excitement Audi's lowest racing echelon promises

090

McLAREN HQ

In industrial terms, the romance of the automotive world doesn't often get too far away from the countryside surrounding Modena in Italy. That's hardly surprising, but we bet you haven't considered the history and significance of Woking...



© Copyright Evo Publications Ltd which is a subsidiary of Dennis Publishing Limited. Evo is a trademark of Evo Publications Ltd.



Photographic repro by Evo Magazine. Printed in the UK by BGP, Bicester, Oxfordshire OX26 4QZ Printed in China by C&C Offset Printing Distributed by Seymour, 2nd Floor, 2 East Poultry Avenue, London EC1A 9PT Tel: 020 7429 4000. Fax: 020 7429 3625. Web: seymour.co.uk ISSN 1464-2786 USPS 024-183



When you have finished with this magazine please recycle it.



FEATURES



098 CATERHAM TRIO

evo goes back to basics with three new Caterham Seven models. Our quest? To cherry-pick the best parts and assemble our own from scratch...



108 WEST COAST 911s

Porsche culture has never been stronger on the other side of the Atlantic. Expat Magnus Walker and tuning outfit Sharkwerks show us what we're missing



122 FERRARI 456 GT

Gallagher climbs aboard the first Ferrari of the Montezemolo era to discover whether this V12-engined, four-seater super GT car deserves more credit



REGULARS

011 NEWS

McLaren turns up the heat on the opposition with its new 'entry-level' 570S, while Porsche revives the Boxster Spyder (911 engine included). Plus highlights from the 2015 New York motor show

059 COLUMNS

Meaden addresses deep-set problems at the Nürburgring, Porter talks Aston Martin, and Franchitti highlights the major catch of owning special cars

065 LETTERS

This month's mail focuses on the joys of using special cars (see above) and the choices we make despite perhaps knowing better...

130 LONG-TERM TESTS

Lane's new Mk1 Focus RS adds a dose of controversy to the *evo* Fast Fleet, while Bovingdon's 996 Porsche is back to its best after a respray. Meanwhile our Ferrari F40 prepares for summer on the road

145 EVO KNOWLEDGE

Heavy and thirsty, the Mk4 Golf R32 is nevertheless this month's Next Big Thing. There's also a buying guide for the brilliant, buttock-clenching Noble M12 GT0

178 ART OF SPEED

The Ferrari F50. The much-maligned supercar of the '90s. But don't forget the magnificence of its open-worked engine bay

evo (USPS 024-183) is published monthly by Dennis Publishing Ltd, 30 Cleveland Street, London, W1T 4JD, United Kingdom. For subscriptions in the USA and Canada, visit www.imsnews.com, phone 1-800-428-3003, fax 1-757-428-6253, or email cs@imsnews.com. U.S. Agent Pitney Bowes International Mailing Services, 158 Mt Olivet Avenue, Newark NJ 07114-2114. Periodicals postage is paid at Paterson NJ and additional mailing offices. US POSTMASTER: Please send address changes to Pitney Bowes International Mailing Services, 158 Mt Olivet Avenue, Newark NJ 07114-2114. Subscription records are maintained by Dennis Publishing Ltd, 30 Cleveland Street, London, W1T 4JD, United Kingdom. Subscription prices: UK £47.99, Europe £58.20, Rest of World £88.40, USA \$115. All for 12 issues.



Remember, if your local newsagent doesn't stock *evo*, just ask them to order it for you

The Editors and Publishers of this magazine give no warranties, guarantees or assurances and make no representations regarding any goods or services advertised in this edition.



Official fuel consumption for the Model Year 16 Volvo V40 T2 R-Design (manual) in MPG (l/100km): Urban 38.7 (7.3), Extra Urban 62.8 (4.5), Combined 51.4 (5.5). Finance subject to status. Retail sales only. *Subject to availability at participating dealers only on vehicles registered between 01/04/15 and 30/06/15. At the end of the agreement there are 3 options: (1) Renew. Part exchange the Guarantee/Indemnity may be required. Volvo Car Credit RH1. 1SR. **You will not own the vehicle until all payments are made.** The service offer is only applicable when purchasing on Volvo Advantage Personal Contract Purchase.



MADE IN SWEDEN. TUNED FOR BRITAIN. THE VOLVO V40 R-DESIGN.

British roads are different from Swedish roads. That's why we tested and tuned the V40 R-Design's steering right here in Britain. It puts you in total control, whether tackling the tightest of 'S' bends or the trickiest of roundabouts.

BOOK A TEST DRIVE TODAY
AT **VOLVOCARS.CO.UK**

Personal Contract Purchase Representative Example: V40 T2 R-Design Rebel Blue

48 Monthly payments	£269
Customer deposit	£269
Finance deposit contribution	£750
Representative APR	4.9% APR
On the road price*	£20,269.50
Total amount of credit	£19,250.50
Interest charges	£2,806.50
Total amount payable	£23,076
Optional final payment	£9,145
Duration of agreement (months)	49
Fixed rate of interest p.a.	2.52%
Mileage per annum	8,000
Excess mileage charge	14.9p per mile

Available with 3 years complementary servicing when purchased on Volvo Advantage Personal Contract Purchase.

CO2 Emissions 127g/km. MPG figures are obtained from laboratory testing intended for comparisons between vehicles and may not reflect real driving results. vehicle, (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to the condition or mileage of the vehicle. Terms and conditions apply. Applicants must be 18 or over, on vehicles ordered between 01/04/15 and 30/06/15. Services must be carried out at a Volvo Authorised Repairer. Retail offer only. Excludes fleet operators and business users. See volvocars.co.uk for full terms and conditions.



PERFORMANCE IS A STATE OF MIND.

ABARTH WITH



CONCENTRATED **ABARTH.** JUST ADD **DRIVER.**



**THE ABARTH 695 BIPOSTO – THE FIRST
ROAD-GOING CAR WITH DOG-RING GEARBOX.
LEGAL FOR THE ROAD. LIVES FOR THE TRACK.**

2-SEATS

DRY WEIGHT: 997 KG

WEIGHT/POWER RATIO (KG/HP): 5.2

FIND OUT MORE AT ABARTHCARS.CO.UK



RANGE OF OFFICIAL FUEL CONSUMPTION FIGURES FOR THE ABARTH 695 BIPOSTO: URBAN 34.5 MPG (8.2 L/100KM); EXTRA URBAN 55.4MPG (5.1 L/100KM); COMBINED 45.6 MPG (6.2 L/100KM) CO₂ EMISSIONS 145 G/KM. FUEL CONSUMPTION AND CO₂ FIGURES BASED ON STANDARD EU TESTS FOR COMPARATIVE PURPOSES AND MAY NOT REFLECT REAL DRIVING RESULTS. THE ABARTH 695 BIPOSTO STARTS AT £32955. MODEL SHOWN IS THE ABARTH 695 BIPOSTO AT £53,620 WITH OPTIONAL DOG RING KIT AT £8500, 124 SPECIALE KIT AT £2990, CARBON KIT AT £3700, TRACK KIT AT £3700 AND RACING WINDOWS AT £1775.

RADAR

Porsche Boxster

SPYDER

Motor show

NEW YORK

Motorsports

RANCH

Ambition

WELLS

Tech

HYBRID

McLaren 570S

by HENRY CATCHPOLE

ON WEST 34TH STREET, New York, in the middle of a pristine white space called, rather enigmatically, Location 05, McLaren launched the new 570S. This is the first of its Sports Series cars, a range that will eventually have four models and is intended to sit beneath the Super Series (650S and 675LT) and Ultimate Series (P1), both in terms of price and performance, thus bringing the McLaren badge within reach of more customers. Perhaps the biggest news for *evo* readers, however, is that McLaren is promising that the 570S is also more fun to drive.

Despite being the baby of the range (at least until the less-powerful 540C is unveiled at the Shanghai motor show,

CONTINUED OVER

around the time this issue of **evo** hits the shelves), the 570S still has some extremely impressive figures. Maximum power is 562bhp (570 PS) while torque is an equally healthy 443lb ft. Top speed is a heady 204mph, and the 0-60mph sprint matches the mighty F1's, taking just 3.1 seconds. Standstill to 124mph takes a faintly silly 9.5 seconds.

The engine is fundamentally still McLaren's familiar 3.8-litre twin-turbo V8, but according to Mark Vinnels, executive director of product development, the internals are 30 per cent different. New camshafts, new turbos with electronic dump valves

and a totally new exhaust system all change the engine's character so that it encourages the driver to use all the revs. This assertion is backed up by the fact that although most of the torque is available from about 3000rpm, the maximum 443lb ft doesn't arrive until a relatively high 5000rpm and is then sustained until 6500rpm. More encouragingly still, Vinnels reckons they have now cracked the soundtrack of the V8, even matching a naturally aspirated car for spine-tingling emotion.

Closer to ground level, the 570S has normal anti-roll bars in place of the hydraulic 'ProActive' setup first

“There is still no limited-slip diff, but chief test driver Chris Goodwin says there isn't the need”

1 SUSPENSION

McLaren hasn't fitted the 570S with its hydraulic ProActive setup; instead there are conventional anti-roll bars, and switchable dampers offering Normal, Sport and Track modes.

2 BRAKE STEER

As with the Super Series cars, the new Sports Series models will be fitted with McLaren's brake-steer system. It's designed to sharpen the car's turn-in by braking the inside rear wheel on corner entry.

3 REAR DIFFUSER

Sitting below the 570S's integrated rear spoiler is an intricate diffuser designed to maximise air-flow efficiency with help from the car's flat floor. The latter allows for clean air to be fed to the rear of the car and through the diffuser.

4 BODYWORK

The Sports Series is the first McLaren road car to feature aluminium body panels instead of composite or carbonfibre. The change is due to the high production volumes planned.



seen on the 12C. While this means roll stiffness is not adjustable, the vertical stiffness still is, with the dampers retaining McLaren's usual three settings – Normal, Sport and Track. There is still no limited-slip differential, but chief test driver Chris Goodwin says they still haven't found the need for one and that the software that mimics the effect of an LSD using the brakes is now better than ever. Talking of which, the 570S comes with carbon ceramic discs as standard.

Unlike the 650S and P1, the 570S's aero is fixed, and although

there is some aggressive channelling of the air through things like the flying buttresses at the C-pillars, there is a noticeable absence of rear wing. However, the prime reasons for the increased sense of fun and adjustability that McLaren is promising are firstly a dry weight of just 1313kg and secondly a reduction in the contact patch with the road. Pirelli P Zero Corsas come as standard, but they are smaller in width, with 225/35 R19s at the front and 285/35 R20s at the rear.

The ESP has also been recalibrated and relaxes incrementally as you

go up through the handling modes. Goodwin says he and his team have learnt a lot of lessons from the development of the cars that have gone before, and that they have made leaps on in the driveability of the 570S so that, although it wasn't their intention, the lap times have surprised them.

McLaren's trademark carbonfibre tub has been reworked for the new car. Here it's called MonoCell II and features sills that are 80mm lower than in the 650S, making them much less of a hurdle for driver and passenger to clamber over.

Complementing the lower sills is a new sweep for the doors, which leave a much bigger aperture for easier access to the cabin. Apparently the doors close as they should, too, without the need for a slam...

Inside, you'll find an airier and more attractive environment. The climate controls have been moved to the IRIS system, which gets a new 7in touchscreen mounted in the 'floating' centre console. Instruments are displayed on a new TFT screen and can change depending on the selected driving mode. There is increased practicality, too, with greater storage



space both in the cabin and the 150-litre front boot.

The styling is obviously subjective, but having seen the 570S in the metal, two comments seem worth making. First, it looks more svelte and delicate than the 650S (cheetah versus tiger, as one person put it) despite having slightly larger dimensions. Second, although McLaren is pitching it as useable, even everyday transport, some might struggle to see it as such because, unlike a 911 Turbo, it still looks every bit the rakish supercar.

With the price starting at £143,250, the 570S looks like a direct rival for the new Audi R8 V10 Plus and the 991 Turbo S, although we know McLaren benchmarked the 991 GT3 for its driver involvement. However, such is the claimed performance (not to mention the similar looks, increased practicality, lighter weight and claimed increase in driving fun), that we can't help thinking McLaren's new baby is also likely to steal sales from something slightly closer to home: the £50k more expensive 650S.

“Unlike a 911 Turbo, the 570S still looks every bit the rakish supercar”

TOP SPEED

204mph

Faster than a 12C, 3mph slower than a 650S; the 570S is quick.



RIVAL

New Audi R8 V10 Plus



Audi's new R8 will go toe-to-toe with the 570S later this year. If the second-gen R8 builds on the talents of the original, the new McLaren will have a tough fight on its hands.

INTERIOR

The Sports Series is 11mm longer overall than the Super Series (650S) and its A-pillars have been moved further out, contributing to a longer and wider cabin. In addition, the MonoCell II tub has lower sills and there are larger door openings, so the 570S should offer improved day-to-day useability.



WEIGHT



How much lighter the 570S is than its big brother, the 650S

IN DEPTH

**1 AERO**

The 570S has a fixed aero package that includes a front bumper with a centre-point. This pierces the air to reduce drag and divides the air above and below the car, and to the left and right.

2 WHEELS

Pirelli P Zero Corsa tyres are standard for the 19in (front) and 20in (rear) wheels. A less-extreme P Zero is also available as a no-cost option. There is also a new 14-spoke wheel design.

3 CHASSIS

Along with the revised carbon tub, the front and rear aluminium structures have also been reworked to accommodate the new anti-roll bars fitted to this entry-level McLaren.

4 TRANSMISSION

The 570S retains 'Inertia Push' technology. In Track mode the system harnesses the inertia of the flywheel to deliver a surge of torque when the next gear is engaged.



CHIEF TEST DRIVER

Chris Goodwin

'FOR THE SPORTS SERIES we wanted to offer a real sports car feel. Ultimately, that means a car that feels nimble and agile, possessing a lightness and directness of response to the driver's inputs.

'Certainly for us, a sports car really needs to engage the driver, at any speed. As part of this we have worked closely with Pirelli to design a bespoke tyre to best suit the Sports Series. Being the only contact with the road, the tyre is critical to how the car handles and behaves, and we treat them in the same way as any key suspension component.

'For a sports car, it is more about the grip balance, the response of the tyres and the response of the steering. The Sports Series has narrower tyres than the models in the Super or Ultimate Series, and so while the car still has high enough objective performance, it is also about the subjective feel. It is hard to measure subjective performance, but how big the smile on the driver's face is when he goes round a corner is always a good measure.

'We have used the suspension geometry and setup to create a balance that makes the car really want to turn into a corner. It feels like all you have to do is look at the apex of the corner and the 570S is sucked into it.'

THE BIG NUMBER

435

bhp per ton for the 570S – the highest in its class, according to McLaren



TECH CLOSE-UP

BODYWORK

McLaren has given the 570S a 'shrinkwrapped' design to carefully channel airflow over every panel. To this end, the C-pillars are a flying buttress design to equalise the areas of low pressure at the rear of the car.



BRAKES

The 570S comes equipped as standard with carbon ceramic brake discs with six- (front) and four-piston (rear) calipers. Bosch has also developed a new Electronic Stability Control system for the car.



INTERIOR

Three different seat types are offered in the Sports Series. A six-way adjustable driver's seat is standard, or there's an eight-way seat for both driver and passenger, or carbon-shelled racing seats.

TOO MUCH OF A SUPERCAR?

'There is no doubt that the McLaren 570S is easier to clamber into, has more luggage space, and is generally going to be a little easier to live with day-to-day than the

650S. The trouble is that it still looks like a low, sensational supercar. It has flying buttresses for crying out loud. As a result I think that dealerships worldwide might have

trouble marketing it as a useable everyday proposition to rival something such as the more subtle looking and more upright Porsche 911 Turbo.'

Henry Catchpole

SPECIFICATION

Engine	V8, 3799cc, twin-turbo
Power	562bhp @ 7400rpm
Torque	443lb ft @ 5000-6500rpm
0-60mph	3.1sec (claimed)
Top speed	204mph (claimed)
Weight (dry)	1313kg (435bhp/ton)
Basic price	£143,250
On sale	Late 2015

Porsche Boxster Spyder

911 power for the second-generation lightweight Boxster

PORSCHE'S MODEL offensive continues at an unrestrained pace, with the recent New York motor show the venue for the company's latest sports car reveal. Yes, that's another new sports car and not another SUV.

The new Boxster Spyder follows hot on the heels of the Cayman GT4 (driven in *evo* 208), but while it emulates the Porsche Motorsport-developed coupe in spirit, it hasn't been subjected to the same scrutiny

by Porsche's venerated racing department. To this end, it's a series production car – something that has determined its ultimate specification.

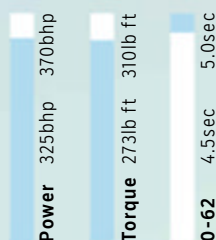
So, despite Porsche investing heavily in the GT4's chassis by incorporating the front end of a 991 GT3 along with a bespoke rear suspension setup, the Spyder comes equipped with 'Porsche Exclusive' Sports suspension, which includes MacPherson struts, fixed-rate dampers (there's no PASM option)



PERFORMANCE

370_{bhp}

Boxster GTS Spyder



A Boxster with a 911 engine is something we've been asking for since the original was launched in 1996. The Spyder uses the 3800cc boxer motor from the 991 Carrera S, detuned to produce 370bhp – 24bhp less than in the 911. Peak power arrives 700rpm lower in the rev range at 6700rpm, but the compression ratio – 12.5:1 – and 7800rpm rev limit remain the same. Porsche claims a 180mph top speed.

STYLE



EXTERIOR

The Spyder's exterior is heavily influenced by the 2010 original, complete with the distinctive double-domed rear deck. As before, this needs opening to store the canvas roof. The front and rear bumpers are taken from the Cayman GT4, but there are no extensions to the air intakes on the sides of the car.



INTERIOR

The Spyder's interior has been stripped to save weight, with no air con or infotainment system fitted. Both can be reinstated via the options list, however.

and a ride-height lowered by 20mm. There are no GT3-spec brakes, either. Instead, the Carrera S donates 340mm front and 330mm rear discs with six-piston calipers at the front and four at the rear.

Another donation from the 911 family is the engine. Positioned amidships, rather than in its usual home behind a rear axle, is the Carrera S's 3.8-litre flat-six unit, detuned to produce 370bhp (10bhp down on the GT4; 24bhp down on the

Carrera S; 45bhp up on the Boxster GTS) and 310lb ft of torque, which is the same as the GT4 and 14lb ft less than a Carrera S.

The original Boxster Spyder was famous for its double-domed rear deck and Lotus Elise-style roof (Porsche had initially wanted to go without a roof, but some clever chap wisely thought at least a basic system was required). The latest car provides the same, albeit with more automation and practicality. Opened with a mix

of elbow grease and electricity, the roof starts the unfolding process under electric power before requiring human intervention to be stowed beneath the opening rear deck. And despite its more functional design and improved waterproofing properties, the roof still resembles the original Spyder's design. Other external design changes include Cayman GT4-spec front and rear bumpers.

Inside, Spyder customers can expect seats and a steering wheel

inspired by the 918 Spyder, the latter measuring just 360mm in diameter. There's also no air conditioning or radio system, in a bid to save weight.

Deliveries start in July with prices starting at £60,459 – £6500 more than a Boxster GTS. And while the new Boxster Spyder may neither be as hardcore as the Cayman GT4, nor have a motorsport connection, the original was one of our favourite roadsters and we expect this latest version to be no less exhilarating.



1 CHASSIS

The Spyder isn't the product of Porsche's motorsport department, so instead of the GT3's suspension, the new roadster gets a sports chassis as standard and fixed-rate dampers; PASM isn't even on the options list.

2 DRIVETRAIN

Mated to the 911 Carrera S's 3.8-litre engine is a six-speed manual gearbox – the only transmission offered. The Spyder also gets a mechanical limited-slip differential as standard, along with Porsche Torque Vectoring.

3 WHEELS

Standard wheels for the Spyder measure 8.5 x 20in (front) and 10.5 x 20in (rear). The tyres fitted to the show car are Pirelli P Zeros.

THE ROOF

The Spyder's new roof takes the original's for inspiration. The opening and closing procedure is still a (partly) manual operation, but it's more integrated than before, offering improved practicality.



SPECIFICATION

Engine	Flat-six, 3800cc	Top speed	180mph (claimed)
Power	370bhp @ 6700rpm	Weight	1315kg (286bhp/ton)
Torque	310lb ft @ 4750-6000rpm	Basic price	£60,459
0-62mph	4.5sec (claimed)	On sale	Now, deliveries in July



kilos heavier than the original Boxster Spyder, but 25kg lighter than the Cayman GT4



Non-PASM sport chassis lowers the Boxster Spyder by 20mm





RIVAL

Lotus Exige S Roadster

evo's favourite stripped-back roadster presents the Spyder's toughest test.



Porsche recommends  and 

**Over 30,000 trophies would be in other hands.
If we didn't believe in our ideas.**

Mission: Future Sportscar

The Porsche 919 Hybrid at the FIA World Endurance Championship:

porsche.com/FutureSportscar

DMG MORI

CHOPARD



SCHAEFFLER
IK FAG



PORSCHE

NYIAS

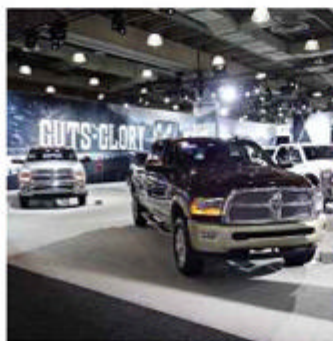
NEW YORK 2015: BEST OF THE REST



Above: Ford stoked hype for the next Focus RS by exhibiting a new paintjob. **Right:** the Honda Civic of 2018, we're told. **Far left:** new Jaguar XF boasts a lightweight chassis. **Below left:** Toyota Tundra (and accessory)



Above and above right: M Power livery on wide-arched race cars is a guaranteed show-stopper. **Right:** Dodge, selling guts and glory...



A PART FROM THE EMPIRE State Building filling the skyline outside, what really set the 2015 New York International Auto Show apart from one of the European shows, such as Geneva, was an entire subterranean hall packed with monstrous three-axle pick-ups and humongous SUVs. Such was the scale of the machinery (one had a full-size quad bike in the back of it) that even I felt a touch lilliputian down there. But I'll come back to that in a minute.

Apart from the McLaren and Porsche stands that we've covered on the preceding pages, the big news in New York was the launch of the tech-laden new Jaguar XF. Despite looking like a bigger car, thanks to a 51mm increase in the wheelbase, it is actually 7mm shorter overall than the outgoing model. Owing

to extensive use of aluminium, it's also up to 190kg lighter in 2-litre Ingenium diesel specification. The most interesting engine for now is the 375bhp supercharged V6 from the F-type S, which is good for 0-62mph in 5.1 seconds. Other markets will get all-wheel-drive versions, but initially it will be rear-drive only in the UK (with no LSD).

Honda surprised everyone by unveiling a concept of the next Civic, due in 2018. It felt slightly wrong, given that we haven't driven the long-awaited Type R version of the current Civic yet, but it nonetheless looked pleasingly aggressive and sporty, which Honda said would be reflected in the driving experience.

At the other end of the scale, Lincoln took the wraps off a very stylish Continental concept, which had overtones of Bentley's Flying



Above right: 577bhp Mercedes-AMG GLE (née ML) 63 S. **Left:** Lincoln Continental concept – with more than a hint of Flying Spur. **Below left:** 500bhp+ Shelby GT350R and a two-ton(e) Range Rover. **Right:** natty...



Spur (Luc Donckerwolke, Bentley's designer, apparently got quite hot under the polo-neck collar about it).

Even if the shapes weren't new, there were some arresting colour schemes on display elsewhere. Ford showed the Focus RS in Nitrous Blue, which is a rather natty flat turquoise. Meanwhile Land Rover uncovered its expensive and not entirely tasteful SV Autobiography Range Rover with 'duo-tone' paintwork, whose lighter lower half apparently makes the car appear longer and more elegant.

The most interesting things on the Alfa and BMW stands were historic. Some beautiful Bavarian box arches adorning a racing 3-litre CSL put even the USCC Z4 in the shade at BMW, while the sleek lines of a TZ2 and a 33 Stradale made even a 4C Spider look a little dumpy.

The Mercedes ML-class has now become the GLE, but under the bonnet of the AMG 63 S version is still the familiar 5.5-litre biturbo V8 walloping out 577bhp and 560lb ft of torque. It transports the whole

merry lot to 62mph in 4.2sec. Also falling into the unnecessary bracket were the NSX accessories on Honda's stand. Ron Dennis will no doubt be ogling the black leather bomber jacket, but the golf bag in particular seemed a little too 'Ferrari Store'.

There were two tantalising coupes from America and Japan on display. Ford's track-biased GT350R Mustang looks simply brilliant, but as we won't get the regular 350 in the UK it seems utterly improbable that we'll be hearing the R's 500bhp+ 5.2-litre flat-plane-crank V8 on our shores. Subaru teased us even more with its BRZ STI concept. Officially a one-off, it has serious aero and suspension, plus the 345bhp (although some say it could be up to 450bhp) turbocharged 2-litre boxer from the GT300 racer.

But my lasting memory of the 2015 NYIAS will be that SUV hall. Not for some excessive Escalade or ridiculous Ram, but rather a Toyota Rav4. In brown. Being ridden by an enormous pink fluffy unicorn. Only in America. ☒

Above: 345bhp Subaru BRZ STI concept. Just build it, Subaru. Please. **Bottom:** 4C is undeniably pretty, but it can't hold a candle to the TZ2 of 1965 (below right)





**British GT
Championship**

www.britishgt.com

06
April
OULTON PARK

03
May
ROCKINGHAM

31
May
SILVERSTONE

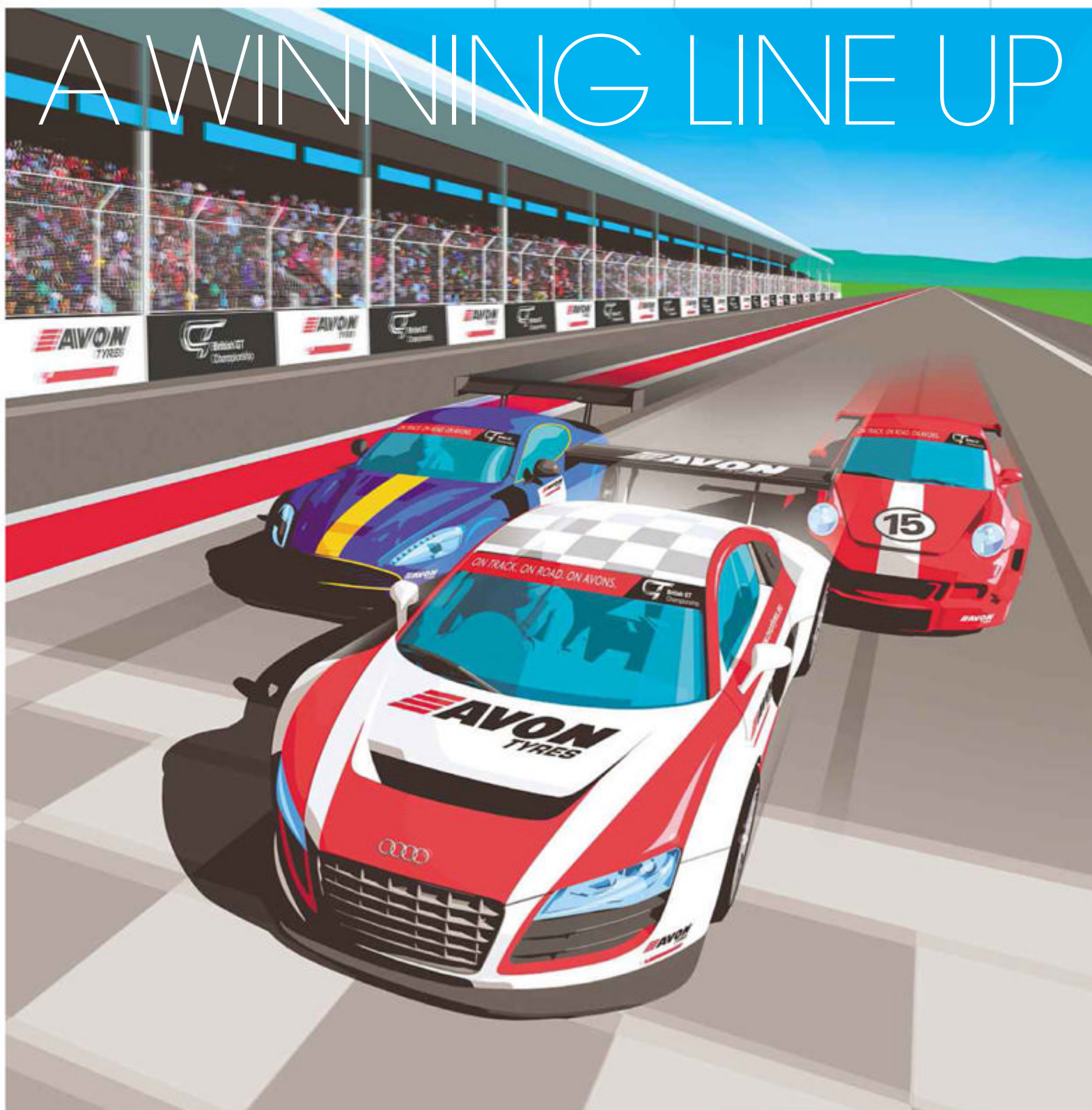
11
July
SPA-FRANCORCHAMPS

02
August
BRANDS HATCH

23
August
SNETTERTON

13
September
DONINGTON PARK

A WINNING LINE UP



For over 50 years Avon Tyres have been at the centre of British Motorsport. As title sponsor and sole tyre supplier to the Avon Tyres British GT Championship we continue to invest in the best research and development to ensure that car, driver and tyre perform at the highest level. Follow our winning line up on www.avonmotorsport.com



British tradition. World reputation.

www.avon-tyres.co.uk



ALL-NEW FORD **MONDEO**

➤ Ford Dynamic LED Headlights



Light the way.

Official fuel consumption figures in mpg (l/100km) for Ford Mondeo range: urban 27.2-100.9 (10.4-2.8), extra urban 47.9-85.6 (5.9-3.3), combined 37.2-78.5 (7.6-3.6). Official CO₂ emissions 176-94g/km.

The mpg figures quoted are sourced from official EU-regulated test results (EU Directive and Regulation 692/2008), are provided for comparability purposes and may not reflect your actual driving experience. Vehicle shown is the Ford Mondeo Titanium with optional Ruby Red special metallic paint, 19" alloy wheels, panoramic roof, and LED Adaptive Lighting.

mondeo.ford.co.uk



Go Further

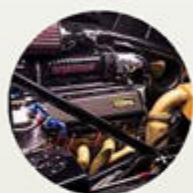
Ultimate performance?

Breathtaking figures erupt from Leicestershire in the form of Ultima's new 1020bhp Evolution



0-150mph

8.9sec



WAIT FOR IT

24

The number of weeks it will take the factory to build you an Evolution. Or you could wait 12 weeks for a kit and build it yourself...

ULTIMA SPORTS HAS joined the 1000bhp club with the launch of its new Evolution model. Replacing the GTR and Can-Am, the Evolution is available in both coupe and convertible form and is fitted with a 6.8-litre supercharged Chevrolet LS V8 engine. In ultimate tune, the Evolution will deliver 1020bhp and 920lb ft of torque, which in a car weighing just 950kg equates to a power-to-weight ratio of 1091bhp per ton.

The gearbox is a Porsche-sourced six-speed transaxle unit and the suspension employs unequal length double wishbones with adjustable coil springs and dampers. The brake discs measure 323mm all round, while 18in forged alloy wheels are 9in wide at the front and 13.5in at the rear. This is all connected to a space-frame chassis dressed in a glassfibre body with a carbonfibre rear wing.

The claimed performance figures are as you would expect from a car with a four-figure power output. The 2.3sec 0-60mph time is a world record, says Ultima, as is the 4.9sec the car takes to reach 100mph. The standing quarter is done and dusted in 9.2sec at 156mph. Top speed? An irrelevant 240mph+.

A range of engine performance is offered, with 350bhp, 480bhp and 700bhp states of tune also available. Prices start from £65,995.

POWER

1200bhp

The maximum power output the fuel system could cope with if Ultima wanted to offer the ultimate state of engine tune.

RANGE

670bhp

The range in power outputs available, with four states of tune offered between 350bhp and 1020bhp.



Skoda reveals Fabia R5 rally car

Skoda has confirmed that its Fabia R5 rally car has successfully received official FIA homologation status.

Replacing the outstanding Fabia Super 2000, the R5 is now eligible to compete on international rallies against the likes of VW's Polo R WRC and Ford's Fiesta RS WRC.

Powered by a turbocharged 1.6-litre four-pot engine, the four-wheel-drive Fabia R5 produces close to 300bhp, which is sent through a five-speed sequential gearbox. The

car weighs 'at least' 1230kg, in accordance with FIA rules.

The R5 Fabia also receives a WRC-style makeover, gaining bulging wheelarches and tauter proportions. Unsurprisingly, it has

generated lots of interest from customer teams, though there's no word as to when it'll make its competition debut.

The R5's predecessor enjoyed great success in 2014, recording

title wins in the FIA European Rally Championship and FIA Asia-Pacific Rally Championship, amongst others. Now all we need is for Skoda to give us a fire-breathing road-legal version...



NÜRBURGRING RESTRICTIONS

155mph

The speed limit imposed on the Nürburgring's Döttinger-Höhe straight, following Jann Mardenborough's dramatic accident.

LOTUS

36

The number of new dealerships Lotus has opened worldwide in the last 11 months.

ALPINA

592bhp

The power output of Alpina's B5 Bi-Turbo Edition 50, built to celebrate the firm's 50th anniversary.

RACE RESORT

SPRING MOUNTAIN
MOTORSPORTS RANCH

AS SUPERCARS GET ever faster and the opportunities to use them on the road get ever rarer, many of us are seeking refuge in race resorts.

There are a small but growing number of luxury oases that provide a permanent base for the dedicated track-driving enthusiast to store, drive and race some of his or her cars (there's often more than one) on a track that is not open to the general public. The Ascari resort in Spain and the Bilster Berg facility in Germany are superb European examples, and **evo** was recently invited to visit another resort, based in Nevada, USA, to experience some of the privileges that membership provides.

Originally a small driving school, Spring Mountain Motorsports Ranch was acquired by John Morris and Brad Rambo in 2004 and they've developed it into a world-class facility. Spread over 313 acres of land in the small town of Pahrump, 45 miles from Las Vegas, Spring Mountain features over six miles of track that can be laid out in more than 50 configurations.

Apart from being a private members club, the venue is also home to the only GM-approved Corvette performance driving school, with a fleet comprising a mind-boggling 150 new Corvette C7s. It's also the world's largest Radical dealer, with full service facilities – including in-



house Powertec engine builders – and a well-stocked showroom. The track hosts its own Radical race series with a packed grid every season, too. Club members don't normally get access to the GM fleet, but we were lucky enough to drive a Camaro Z/28, then a Z06 on track under the guiding eye of one of the resident race instructors.

Although four miles long, the layout we used had barely any straights on which to catch your breath, and the entire track could be driven pretty fast using just third gear in either of the long-legged Chevys. That was just as well, as the circuit took a lot of learning, with a number of blind, late apices and lots of camber changes, not to mention the initial disorientation endemic in multiple-layout venues. One very pleasant surprise was the presence of undulations and elevation changes –

not something I had envisioned from a track essentially carved out of the Nevada desert.

The club members present were mainly taking their race-prepared Radicals out for some exercise, but there were others out in Porsches and Ferraris, and there was a visiting Lotus racing club there too, shaking down various GT4 Exiges. It was busy, but nowhere near as hectic as a public trackday, and this was while the Ron Fellows Performance Driving School was training new Corvette owners on a completely separate layout (they hold countless courses a year, subsidised by GM and available to buyers of new GM models).

Some members told me they had never driven the same layout twice, which lends a new perspective to investing in a single venue, as it offers a perpetually changing challenge.

“It was nowhere near as hectic as a public trackday”



‘I just wanted to make it comfortable for everybody – wife and family. A nice environment,’ says Morris. ‘As we started the country club here, we wanted to base it more on a family-type environment.’ In keeping with the healthy-lifestyle aspect of the club (excessive burning of hydrocarbons notwithstanding), there are both racquetball and basketball courts, a swimming pool and a fully equipped gymnasium. There is even a fresh-water lake where guests can try their hands at water-borne jet pack flying. Members stay in condominiums or the dedicated can buy their own plot in the resort and have a house built.

Mightily impressive as it is, Morris says that this is just the beginning for Spring Mountain. There are plans to extend it by another 200 acres, adding a hotel, cinema, restaurant and other amenities. The track is also set to expand, the longest configuration becoming a whopping 15 miles long. Just like the 6.2- and 7-litre V8s in the cars I drove, bigger and better really is the American way. ☑

PASSIONATE ABOUT WATCHES



WATCHFINDER & Co.

THE PRE-OWNED WATCH SPECIALIST



WWW.WATCHFINDER.CO.UK

THE WATCHFINDER & CO. LONDON BOUTIQUE, THE ROYAL EXCHANGE
BANK, CITY OF LONDON, EC3V 3LQ - CALL 0208 1508767

THE WATCHFINDER & CO. BLUEWATER BOUTIQUE **NOW OPEN**
BLUEWATER, THE VILLAGE, GREENHITHE, KENT, DA9 9ST - CALL 01322 473332



Jonathan Wells

The charm of Britain's most idiosyncratic automotive outfit isn't lost on Morgan's head of design. Retaining it alongside advancing technological and fiscal demands is the challenge...



Sign-off the chassis of the new Aero 8



Work with BMW on future powertrains



Explore new chassis-forming techniques



Build on Morgan's classic strengths



Design an exciting, all-new sports car

IT'S BEEN 15 YEARS SINCE WE launched the Aero 8. That platform put Morgan into a new sector – it was a real game-changer for us. It's evolved hugely over the years, of course, with chassis tweaks, we dropped the soft-top in 2008, then we launched a coupe, then a targa top, then another coupe. The cars increased a lot in luxury, but also in price, almost matching other supercars. The Aero became really elaborate – heavily styled and detailed. For me there was a big void between it and the classic models we make.

The new Aero 8 is an attempt to relaunch the car as a proper British open-top – the kind we've always done. We've considered the cost of the vehicle all the way through, so we're not creating a vehicle that's unattainable. We wanted to bring the price closer to our top-end classics and introduce a lot more traditional British craftsmanship alongside classic styling and detailing.

Inside, the car features a lot of traditional materials, like a box-weave carpet. We've fitted a painted dashboard, and obviously there's a soft-top. It's much more of a simplified British sports car, yet incorporates everything we've learned over the past 15 years. There's better suspension and a better chassis.

We're doing minor setup things on our prototype now – new shocks, new geometry. Those will be applied to our Geneva motor show cars, which will be driven solidly, accumulating miles over the summer before we go into production in the fourth quarter.

It's a pretty tricky brief really – design an all-new car, don't spend any money and make it cheaper than the last one!

I think the beauty of it is that we can prototype real-time with the craftsmen on the shop floor. So, if I want to see what a line looks like we can start playing in metal and sheet... design is linked closely with production. If I'm drawing something that can't be made, we realise straight away. It means we get to keep a lot of the drama all the way through to production and nothing gets watered down from the concept stage. We're quite proud of that. We're coachbuilding, and that's what makes it really exciting as a designer to work here.

I personally wanted to exaggerate the essence of the car and some of these long

“The brief? Design an all-new car, don't spend any money and make it cheaper than before”

flowing lines. I wanted to connect the front and back, so now our bonnet line comes all the way through to the rear and back again. It's almost like the deck of a boat, which again adds to that sense of open-top escapism.

It's a really exciting time for us, seeing where our market base is. People want the performance and the convenience and luxury of these cars, but they still want the character and the craftsmanship and the classic undertones, and that's what we do best. Morgan designs classic British handmade sports cars, and I think our future designs are going to be a real reflection of that, rather than us trying to be something that we're not.

That's really where I want to take the brand. I want to maximise our strengths, bring in all that character, all that potential, and everything Morgan is; we'll create cars that celebrate that. But there are quite a lot of exciting things to come in terms of the shape and form of the cars as well.

As for engines, we work very closely with BMW, so, without saying too much, we're looking at future plans for our engines and drivetrains. Working really closely with giants like BMW really helps.

We've also got projects on the go with other universities and other companies, exploring new metal-forming techniques, especially at low volumes, and also new chassis-forming techniques at low volumes. We know where we want to take the brand in terms of the vehicles we produce, and it's a case of developing the chassis and underpinnings and recrafting the body on top, which is what we did with the new Aero. That said, I think it's safe to say the next car won't be an evolution of the previous model – we're looking at something all-new.

I think Morgan already has a very diverse range. Although the classics look fairly similar, we've still got four different classic cars with 1.6-, 2- and 3.7-litre V6 engines and two- and four-seat variants of all of those. We then do a Plus 8, which

is an Aero with a classic body, then the Aero 8, which is a hard-top and soft-top in one [Morgan offers an optional hard-top]. Of course, there's the 3 Wheeler as well... We're catering for different performance figures, engines sizes and styling details. The intention is to launch something new and exciting but that still fits within our marketplace. We're not trying to enter a completely new realm, so no SUVs!

And motorsport? I've certainly imagined a GT3 version of the new Aero 8. I've drawn it several times! In terms of plans for the company, I can't say a great deal about the Aero models. However, last year we launched the Aero Racing Motorsport entity, which is essentially to Morgan as M Power is to BMW. We do high-performance accessories and aftermarket parts, and partake in all the race series that the classics can enter. So we do quite a lot of racing as a company. Not at the GT3 level at the moment, but watch this space.

NEWFANGLED OLD FASHION

It's easy to see Morgan as an anachronism – a company building funny wooden sports cars in a Malvern shed, selling them to flat-capped old boys who clog up the country lanes on Sundays.

It's true that Morgan lacks the slick production lines of firms like Aston and Jaguar, but it's far from the ramshackle operation you might expect. Jon Wells and his team use CAD and CFD software, the firm's bonded aluminium chassis are sophisticated and its engines are provided by some of the world's biggest car manufacturers, BMW and Ford.

Morgan intimately understands its market. It knows how to pair modern tech with classic features fashioned by skilled craftsmen and women, and every product the firm builds exudes a sense of fun. We can't wait to see plans for an all-new Morgan. **Antony Ingram**

DS prefers TOTAL

Official Government Fuel Consumption Figures (litres per 100km/MPG) and CO₂ Emissions (g/km). Highest: DS 3 Ultra Prestige THP 165 S&S 6-Speed manual: Urban 7.1/39.8, Extra Urban 4.6/61.4, Combined 5.6/50.4, 129 CO₂. Lowest: DS 3 DStyle BlueHDi 100 S&S manual: Urban 3.8/74.3, Extra Urban 3.2/88.3, Combined 3.4/83.1, 87 CO₂. MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.

*Prices and offers apply to qualifying DS 3 Dsign PureTech 82 manual when ordered and delivered between 01/04/15 and 30/06/15 and includes VAT, delivery to dealer, number plates, Government First Registration Fee and 12 months' graduated vehicle excise duty. Model Shown: DS 3 DSport Plus OTR price £20,095. Initial customer rental £4,611.72; followed by 46 monthly rentals of £249 optional final rental £8,515. Lowest and highest Elect 4 Personal Lease examples are based on DS 3 PureTech 82 manual Dsign and DS 3 BlueHDi 120 6 speed manual Ultra Prestige respectively. Initial customer rental £3,127.84 - £6,169.66; followed by 46 monthly rentals of £149 - £259; optional final rental £5,645 - £9,947. Annual mileage 6,000. Charges may apply if annual mileage is exceeded. Payment of the optional final rental extends the rental term (this does not transfer title of the vehicle) and requires an annual rental equivalent to one month's rental. All rentals inclusive of VAT. Citroën UK Ltd is acting as a credit broker and is not a lender. To finance your lease we may introduce you to a limited number of lenders. Finance subject to status. A guarantee may be required. Over 18s only. Finance provided by and written quotations available on request from PSA Finance UK Limited t/a Citroën Financial Services, Quadrant House, Princess Way, Redhill, Surrey RH1 1QA.

Prices and offers correct at time of going to press, subject to stock availability.

Contact your participating dealer for latest prices, offers, terms and conditions or visit citroen.co.uk.



DS AUTOMOBILES

SPIRIT OF
AVANT-GARDE

SEE THE WORLD
IN A BRAND NEW LIGHT
SIMPLY BY FLIPPING A SWITCH.

DS 3

WITH DS LED VISION TECHNOLOGY HEADLIGHTS.



FROM **£149-£259** PER MONTH
ON PERSONAL LEASE*



www.driveDS.co.uk

FOCUS

FLYWHEELS

HYBRID DRIVETRAINS have become more prominent in recent years. Touted as emissions-reducing, performance-enhancing technology, there is no doubt that they will proliferate. But what do you think of when you hear the term 'hybrid car'? Electric motors and battery packs? The latest crop of hypercars all use this method to great effect, but there are alternatives. One is flywheel systems, such as the one installed in the new Nissan GT-R LM Nismo LMP1 car that is set to spin up a storm in the World Endurance Championship this year.

The basic premise of flywheel hybrid systems hinges on the fact that energy usually lost as heat during braking can be transferred to kinetic energy in a rotating mass, or flywheel. Think of it as speed transfer, where the speed of the vehicle is reduced by transferring energy to speed up the flywheel.

The energy of the flywheel is linked to its mass and the speed at which it spins. This means a choice needs to be made between low-speed/high-mass or low-mass/high-speed systems. For motorsport applications, the latter is preferable. For example, a motorsport flywheel developed by Silverstone-based Flybrid Systems weighs only 5kg but can spin at up to around 64,000rpm. At this speed, the flywheel would create friction with the surrounding

“Spinning at 64,000rpm, the flywheel would create friction with the surrounding air – and thus heat – causing a sonic boom”

air – and thus heat – causing a sonic boom. It would also heat up the carbonfibre outer element of the flywheel to the extent that it would melt. For this reason, Flybrid's flywheel is housed in a vacuum chamber, void of air.

This may all sound quite dangerous, but there are safety measures in place that can halt the rotation of the flywheel if needed. The systems have even been crash-tested at 24G frontal impact, and the flywheel didn't even 'notice' what happened.

So how efficient are flywheels

compared to the conventional battery-and-motor hybrid? The chemical battery and electric motor hybrid systems that we are used to have an overall efficiency of around 35 per cent. Flybrid Systems, on the other hand, reported in a 2009 technical paper that its system returned an overall efficiency of 74 per cent 'round trip'. This improvement over battery technology is due to the losses involved with battery storage systems. Conventionally, the kinetic energy of the movement of the car is converted to electrical energy through the motor generator unit. The voltage is then modified through a converter before being transformed into chemical potential energy stored in the battery pack. This journey is more convoluted than a simple change from the kinetic energy of the rotating wheels of a car to the rotating flywheel.

Flywheel hybrids are nothing new in motorsport. The WEC has seen this type of system being used for a while now. A source close to *evo* has hinted towards some large automotive companies showing interest in flywheel technology for their road cars, too...



ASK MIKE

Your tech questions answered

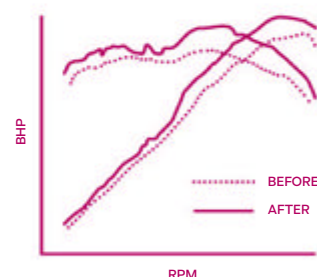
Q I have a 997 Porsche Turbo that is out of warranty and I'm thinking of a remap. Is it actually worth it?

– Paul Bostaph

A A 'remap' involves changing parameters within the car's ECU, which usually consists of altering ignition timing, air/fuel ratios and – for your car specifically – turbo boost pressure.

We drove a 997 Turbo with a DMS remap (plus exhaust system) a while back (*evo* 104) and were impressed with the results. Expect a reliable increase in power of around 60bhp when using reputable technicians.

Send your question to experts@evo.co.uk



TECH GAME CHANGERS

FOUR-WHEEL STEERING

Invented by: Honda When: 1987



Counter-phase steering



In-phase steering

In an effort to increase the handling abilities of its cars, Honda introduced four-wheel steering in 1987 on its Prelude.

In a conventional car, only the front wheels can turn from steering input. However, with four-wheel steering the

rear wheels can also turn to a certain degree to help with handling and stability.

Early systems used hydraulic components to control the rate and range of rear-wheel movement, whereas modern systems use electronic

control to reduce the weight of the components and gain more accurate control.

At lower speeds, it is common in these systems to have the front and rear wheels turn in opposite directions to help sharpen manoeuvrability

and decrease the turning radius. At higher speeds, such as motorway cruising, all four wheels turn in the same direction to increase stability.

The system found on some more recent Porsche models, such as the 911 GT3, allows for

rear-wheel angles to reach up to 2.8 degrees, depending on speed, which is just enough to have a positive impact on handling performance and agility but not severe enough to create strange sensations for the driver.

MY GOAL? THE NEXT CHALLENGE.



Dunlop tyres are dedicated to real drivers. Those who push themselves to the limit, who never give up and most of all: enjoy the sheer passion of driving.

SPORT MAXX RT

 **DUNLOP**
FOREVER FORWARD

FOCUS

BTCC-BRED TYRES

ONE OF THE THINGS we learned from control-tyre racing [in the BTCC] is that you have to develop a compound that provides optimum performance over a very wide range of climates,' explains James Bailey, Dunlop Motorsport's communications director.

'We need to have a tyre that will work in April and October at Brands Hatch – in temperatures of four or five degrees – but also in the middle of the year. At Snetterton last year we saw track temperatures in the high 30s.'

These challenges mean the thinking behind the construction and compounds for Dunlop's race tyres are more closely related to

Dunlop's high-performance road tyres – like the SportMaxx – than one might think.

'Summer temps can range from below seven degrees to more than 30. Like BTCC's racers, you don't want your tyre to change substantially in these conditions.'

The BTCC also requires Dunlop to develop tyres that will work on both front- and rear-driven cars. Lessons learned here can be applied directly to Dunlop's road tyres.

'We all like lift-off oversteer for the spectacle, but drivers tend not to like that during a race,' laughs Bailey. 'So we have to develop the tyre to survive the challenges associated with driving a car from either end.'

15,000

Corners Dunlop's BTCC tyres have taken in 30,000 miles of racing



Dunlop's GT race tyres can disperse 40 litres of water per second at 180mph



INDUSTRY

PIRELLI HEADS EAST

State-owned China National Chemical (ChemChina) is to purchase Pirelli for £5.1billion. The buyout allows ChemChina to access Pirelli's tyre technology and will help the Italian brand reach into the fast-growing Chinese market. Pirelli's share price grew by more than 2.5 per cent following the news.

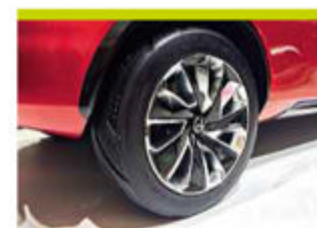
Initially, ChemChina will purchase

26.2 per cent of Italian holding company Camfin before making an official offer for the remaining stake. The deal will be headed by ChemChina, but will also involve Camfin investors, including Pirelli boss Marco Tronchetti Provera, Italian banks Intesa Sanpaolo and UniCredit, and Russia's Rosneft.

The £5.1billion deal values Pirelli's

shares at £11.17, the highest they've reached for 25 years. This doesn't include a net debt exceeding £700,000, however.

There's no word as to whether the deal will impact Pirelli's involvement in F1. The company's current three-year contract to supply the championship finishes at the close of the 2016 season.

TYRE TECH:
FALKEN HYBRIDS

Falken has produced a 'hybrid tyre concept' for performance SUVs. The new tyre features a multi-functional tread design and lightweight construction to cater for the varying demands of a powerful plug-in hybrid SUV.

'Two thirds of the tyre's contact patch is primarily a slick surface with strategically placed water dispersion grooves,' says Matt Smith, Falken's UK director. 'These prevent aquaplaning while also enhancing wet grip.'

The inner third of the tyre features a curved surface (influenced by motorcycle tyres) that minimises rolling resistance. If the driver pushes hard, more of this surface comes into contact with the road, offering more grip.

'Consumers want to have the best electric range with a hybrid SUV but aren't prepared to sacrifice an involving driving experience,' explains Smith. 'A new type of tyre was needed and this concept could help achieve this.'

Developed using '4D nanomaterial technology', the hybrid tyre is created using complex silica-dispersion and bonding technology. These systems help to reduce heat-soak, keeping tyre pressures under control and improving efficiency.

Even the process by which the tyre is constructed has been optimised, helping to trim up to ten per cent off the total weight in comparison to other Falken tyres.

Falken's concept tyre debuted at the recent Geneva motor show on Mitsubishi's Concept XR-PHEV II. There's no word as to whether the tyre will make production, but the tyre maker says some of the technology will likely feature in its forthcoming products.

For more info, visit
evo.co.uk/tyres



FINANCE THAT'S ALMOST AS
EXCITING AS THE DRIVE. ALMOST.

1.9% APR
REPRESENTATIVE*

PureTech

PEUGEOT RECOMMENDS TOTAL Official Fuel Consumption in MPG (l/100km) and CO₂ emissions (g/km) for the 308 GT Line are: Urban 43.5 – 65.7 (6.5 – 4.3), Extra Urban 64.2 – 83.1 (4.4 – 3.4), Combined 54.3 – 76.3 (5.2 – 3.7) and CO₂ 119 – 97 (g/km).

MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only and may not reflect actual on-the-road driving conditions. *Passport 1.9% Representative APR up to 37 months. Terms and conditions apply, participating dealers only or visit peugeot.co.uk. Peugeot Motor Company is acting as a credit broker and is not a lender. We may introduce you to a limited number of lenders to finance your purchase. Over 18s only. A guarantee may be required. Finance provided by and written quotations available from PSA Finance UK Ltd t/a Peugeot Financial Services, Quadrant House, Princess Way, Redhill, RH1 1QA. All offers available on qualifying vehicles ordered and registered between 01.04.15 and 30.06.15 or until such time as they may be withdrawn by Peugeot at its complete discretion. Excess mileage charges may apply. Visit peugeot.co.uk for full terms and conditions. Information correct at time of going to press.

NEW PEUGEOT 308 GT LINE

MOTION & EMOTION



PEUGEOT

**READY FOR
THE BEST PERFORMANCE!**



N FERA S U1 N FERA R U1



NEXEN TYRE

Driving Tomorrow

NEXEN TYRE Global Homepage - www.nexentire.com

NEXEN TYRE U K Homepage - www.nexentyres.co.uk

I COULDN'T LIVE WITHOUT...

MY CRASH HELMET



Marino Franchitti
*Sebring 12hr winner,
ALMS champion*

'Helmets have always been an obsession of mine and I couldn't live without my Arai. As a kid I wanted a GPN – the best Arai at the time – really badly. It was a special day when I got my first helmet: an Arai Rapide motorcycle helmet. Not quite the same, I know, but budgets were tight back then!

'For me, Arai helmets have the best shape and attention to detail. My personal design, which is a big part of the obsession, has evolved slightly over the years, but the Scottish and Italian colours have always been on there. I've also included a sprig of holly for my wife, Holly, my son's footprint – his heavy right foot, of course! – and since my brother Dario can't race any more, I've added his logo and design on the back, so he rides with me in races, too. It even has pinstripes that light up at night under camera flashes!

'I have all my previous helmets in my office, alongside a collection of my friends'. I love looking at them and remembering the great – and even the not so great – races and adventures we had.'



FLUIDS

Spring cleaning? Whether you're heading to the track or making a road trip, these cleaning products and fluids will keep your car in shape



AUTOGLYM BODYWORK SHAMPOO

An essential addition to your cleaning armoury. pH neutral and produces a rich foam

£5.95



SLICK 50 POWER STEERING FLUID

An oft-forgotten service item for those of us still using hydraulic power steering systems

£5.99

RAIN-X WINDSCREEN WASHER ADDITIVE

Cuts through bugs and grime, with Rain-X additive to repel rain from the screen

£5.99



MER ULTIMATE POLISH

If you're serious about car cleaning, this polish should be your final step before applying a coat of wax

£9.99

CASTROL EDGE

Race-influenced formula is claimed to reduce friction and oil breakdown in highly strung modern engines

£32.99 (4L)



AUTOGLYM BODYWORK SHAMPOO CONDITIONER

Similar to the shampoo above, but leaves a water-repellent film, helping you dry your car quicker

£7.25

PLAY

STOCK CAR
EXTREME

£22.99 (PC)

store.steampowered.com

YOU PROBABLY HAVEN'T heard of Stock Car Brazil before. It doesn't get much airtime outside its home country, and despite the participation of former Formula 1 drivers such as Rubens Barrichello, Luciano Burti and Ricardo Zonta, nor do its stars.

As a result, *Stock Car Extreme*, from Brazilian developer Reiza Studios, probably won't be on your radar either – but it should be. Based around the Stock Car Brazil series but offering a host of other championships, it's one of the more accurate simulations currently available. That may not surprise seasoned sim fans – behind the gameplay is the *isiMotor* engine that also serves games such as *rFactor*, and Simbin's *Race Touring Car* games.

Like those titles, *SCE* majors on handling accuracy. Which is just as well, given the clunky 1990s-style game menus and equally anachronistic synth-rock playing away in the background. Get past those and you can choose between several different series: from 2013 and 2014 variations of the V8 stock cars themselves, through 1970s stock cars, several generations of Formula 1-style cars, and feeder championships like Formula Vee, F3 and the Mini Challenge.



Whichever you choose, you shouldn't expect the kind of exhaustive, beautiful graphics offered by console titles like *Gran Turismo* and *Forza* (*SCE* is for PCs only). The courses – many of which you won't be familiar with, given the title's South American locale – are fairly bland, and the cars and their liveries only acceptably detailed. On the plus side, this makes *SCE* easier to run for gamers without the latest, most powerful hardware.

The game is best played with a wheel and pedals setup, though. You'll feel the weight build up when cornering and go light as the tyres lose grip. Bumps in the road can also be felt. Cars behave as you'd expect, too – the front-drive Minis understeer if pushed and snap into oversteer if you jump off the throttle, while the slicks 'n' wings racers are precise and grippy and the stock cars very much

tail-led. And the sounds are great – engines roar, pop and crackle just like their real-life counterparts, and peripheral sounds like brake squeal, contact with other cars and whining differentials all add to the immersion.

Your fellow racers will do their best to prevent you passing and will jink around in your mirror to divert your attention, but they stop short of inattentively clattering into you when you're on the racing line. AI difficulty can be varied with a percentage slider, so there's no risk of you being too quick for easy competitors and too slow for professional ones.

Naturally, more taxing competition can be found online, and the game's relatively low profile encourages cleaner racing than you'll find in more popular titles. Once you're in a pack of other cars, wrestling the wheel and thumping over kerbs, the prosaic graphics will soon be forgotten.



ASK ANTONY

The reality of simulations

How much do game simulators simulate real life? It's a question some readers will immediately dismiss with the answer, 'not at all'. When it comes to the kind of driving and racing simulators you can buy off the shelf, you're always limited by the lack of forces acting upon your body. These forces, and detailed sensations of feedback from the steering or pedals, are things that regular driving titles haven't yet replicated – even if you spend hundreds on the latest kit. It takes but one drive in a go-kart to realise what you're missing – sitting at your computer in your pyjamas doesn't match up. At the same time, it's no secret that Formula 1 and rallying use incredibly accurate simulators to train drivers when track testing isn't possible. There's more to this than simply learning circuits, as some drivers used videogames for in the past. Modern, professional simulators are as accurate as those used in the airline industry. Mathematically modelled physics and complex hydraulics can also replicate real sensations. We'll be trying one such simulator soon. In the meantime, fire questions or comments to antonyi@evo.co.uk, or tweet me at @evoAntony.

WATCH

PORSCHE
CAYMAN GT4
REVIEW

Q *evo* Cayman GT4
Dickie Meaden tests 2015's most anticipated car.

1929 MONACO
GRAND PRIX

Q *First Monaco GP*
Warm-up for Monaco with this British Pathé footage of the very first race.

MAZDA 767B
AT SPA

Q *Spa Classic 767 onboard*
Onboard footage from one of Mazda's rotary racers. Turn up the volume...

PERIPHERALS

HYDRAULIC
HANDBRAKE

derekspearedesigns.com
\$395 (c£265)

Expensive, but better made than your actual car's handbrake. For serious gamers only!

DRIVING
FORCE GT

gaming.logitech.com
£129.00

Our wheel of choice. Affordable, durable, designed for *Gran Turismo*, but versatile.

HYPERX CLOUD
HEADPHONES

kingston.com
£64.99

Highly rated 'phones with high levels of sound quality and comfort for the money.

THE LUXURY OF ONE TYRE FOR FOUR SEASONS

QUATRAC 5

Maximum water displacement

Excellent handling performance

Optimum stability

Perfect grip

VREDESTEIN QUATRAC 5. THE LATEST GENERATION ALL-SEASON TYRE OFFERS AN OPTIMISED PERFORMANCE IN ALL WEATHER CONDITIONS. 3D GRIP CLAWS FOR PERFECT GRIP AND ACCELERATION ON SNOW AND ICE. ENHANCED STABILITY AND IMPROVED HANDLING ON DRY SURFACES. EXTREMELY WEAR-RESISTANT THANKS TO INNOVATIVE FULL SILICA COMPOUND. GREEN EU TYRE LABEL: BENEFITS PEOPLE, THE ENVIRONMENT AND YOUR WALLET!



VREDESTEIN
DESIGNED TO PROTECT YOU



An ExxonMobil Brand

For a better engine performance.

Using Supreme Fuels regularly helps provide a deeper clean.

Energy lives here™



Energy Supreme has a double detergent treat rate, when compared to Esso energy Unleaded, to help clean petrol engine intake valves. Energy Supreme Diesel has a double detergent treat rate, when compared to Esso energy Diesel, to help clean diesel engine fuel injectors. Claims based on (1) internal or third party vehicle engine testing; and/or (2) government publications; and/or (3) industry or scientific literature. Engine type, driving behaviour and other factors may also determine fuel and vehicle performance. More at esso.co.uk. Available at participating Esso service stations only.

WATCH TECH

Frederique
Constant
Horological
Smartwatch



'Luxury' watchmakers seem to have been in denial regarding the long-heralded arrival of the Apple smart watch, but Frederique Constant has countered with the Horological Smartwatch. It aims to marry conventional analogue timekeeping with wearable tech in a relatively ordinary-looking watch with an electronic movement.

Developed with Californian tech specialist Fullpower, the watch is made by a new Swiss company set up in conjunction with Peter Stas – owner of the FC and Alpina watch brands – specifically to build analogue movements using the technology.

The watch only needs a tweak of its crown to enable a Bluetooth connection to a smartphone app that monitors activity (and can set goals) and sleep patterns. The data is displayed on the large subdial of the watch. At a predicted £900, it costs double what the Apple Watch does in exchange for less than half the functionality. At least the battery lasts for two years.



THIS MONTH

**Baume & Mercier
Capeland Shelby Cobra**

From: baume-et-mercier.com
Price: £3000 (steel), £13,300 (gold)

Word is that we'll be hearing a great deal more about Shelby American here in Europe during the coming months, which is partly why the legendary hot-rod house has teamed up with Baume & Mercier to make two Shelby Cobra watches celebrating 50 years since it became the first (and only) American maker to win the World Manufacturers' GT Championship. Cobra-inspired styling cues include 'snake's head' seconds hands, subtly striped dials and sapphire backs carrying Carroll Shelby's signature. The 98 gold pieces recall the late legend's race number.



**Struthers for
Morgan Aero 8**

From: struthers-london.com
Price: £22,500

In tandem with the wraps being pulled off Morgan's new-generation Aero 8 at the Geneva motor show in March, Birmingham-based husband-and-wife watchmaking team Craig and Rebecca Struthers announced the creation of a limited run of 'Struthers London' watches designed to complement the car. A mere eight examples of the watch will be made (compared with an anticipated run of 350 cars), each featuring white gold cases, reworked vintage Omega movements and a 1950s 'streamlined' look incorporating teardrop strap lugs.



**Ralph Lauren
Automotive Chronograph**

From: watches.ralphlauren.com
Price: £5110

The latest in the line of Ralph Lauren watches inspired by the great man's eye-wateringly valuable car collection is this large (44.8mm) chronograph. It features the same burr elm veneer trim as used previously on a three-hander and the pricey Automotive Tourbillon model, the wood intended to be reminiscent of the dashboard of Lauren's ultra-rare 1938 Bugatti Type 57SC Atlantic Coupé. Behind lurks a lovely, RL-customised self-winding movement by Jaeger-LeCoultre – a name that might tempt more buyers if it were also on the dial.



'I've always loved watches, but recently decided to reduce my collection after discovering that, if you have too many, most of them go unworn. As a result I've got rid

AS WORN BY...

Patek Philippe Nautilus

Worn by: Gerry McGovern, Land Rover design director

of a Panerai, an IWC Portuguese and a Rolex Submariner. I'm now down to two watches, which are particularly special to me.

'One is a rose gold Rolex Cosmograph

Daytona, but the one I wear most is a Patek Philippe Nautilus with a white dial – one of the simplest, three-hand models there is. I am a fan of modernism so like reduction. On

a watch that means not having too many complications. Even the most basic Patek is special and I'm now after an equally basic Calatrava, another truly classic model.'

Every new evo car that matters, rated.



Range Rover Sport SVR

Test location: Moreton-in-Marsh, Gloucestershire **GPS:** 51.989488, -1.703210

With more power, more torque and revised suspension, is this first SVR-badged Range Rover more than just another meaningless performance SUV?

WITHOUT WISHING to reduce the Range Rover Sport SVR to a single figure, it's worth knowing that it set a time of 8min 14sec around the Nürburgring Nordschleife. What odds you'd have been given a decade or two ago on a near 2.5-ton machine with a Land Rover badge on its prow ever recording a lap time around that place – let alone a stupendously

quick one – we can only guess, but let's take a moment to appreciate how impressive that actually is. And that's only half the story.

The SVR borrows the Jaguar F-type R's 542bhp supercharged V8 engine. It's the same unit found in the V8 Supercharged version of the Sport, but in this higher state of tune it has an additional 39bhp and 41lb ft. The total torque output is now 501lb ft from 2500rpm.

Big numbers indeed, but the SVR still falls 25bhp short of snatching the most powerful SUV title from BMW's X5M and X6M duo. It's also down on power compared with Porsche's Cayenne Turbo S (by 20bhp). But to criticise it for such shortfalls would be to endorse the absurdity of this super-SUV horsepower race. I think we can all agree that 542bhp is enough.

It's certainly enough to launch

the SVR to 60mph in a claimed 4.5 seconds and on to a limited 162mph top speed. The ubiquitous and excellent ZF eight-speed automatic gearbox has been carried over from the lesser supercharged Range Rover Sport, but software revisions have cut upshift times in half.

The air spring system is also unchanged, so effective spring rates are the same, but revised damper tuning and stiffer bushes



This month

RANGE ROVER SPORT SVR

Most performance-orientated Range to date gets F-type R's 542bhp V8

p40



RADICAL RXC TURBO 500

530bhp road-legal coupe has a new Nordschleife record in its sights

p44



LAMBORGHINI HURACÁN

Does forgoing the variable-ratio steering make for a sweeter experience?

p46



COSWORTH TOYOTA GT86

Supercharger kit gives underpowered coupe a more fitting 277bhp

p49



MERCEDES-AMG C63

The 'basic' C63 is down 34bhp on the C63 S. Question is, will you notice?

p50



ROMEO FERRARIS RACE CINQUONE

A 370bhp Fiat 500-based Touring Car that could be yours for €250,000

p52



MERCEDES-AMG S65 COUPÉ

It oozes luxury and packs a 621bhp twin-turbo V12. But is it our sort of car?

p56



The team

With the Range Rover Sport SVR appearing as our lead Driven this month, we asked the **evo** road test team to name their favourite SUV:



NICK TROTT

Editor

'Jeep Hurricane concept. Four-wheel drive, "crab" steer, and two V8 Hemis. Nuts'



STUART GALLAGHER

Managing editor

'Gen 1 Cayenne Turbo. Barclaycard called to ask if I'd really bought 300 litres of fuel in six hours...'



HENRY CATCHPOLE

Features editor

'A Bowler – now QT – Wildcat. Petrol V8 and Dakar-spec suspension'



DAN PROSSER

Road test editor

'Lots of SUVs are fast, but the Porsche Macan Turbo is the only one I've enjoyed driving hard'



JETHRO BOVINGDON

Contributing editor

'I'd always take a super-estate over an SUV, except maybe a Hennessey VelociRaptor SUV...'



RICHARD MEADEN

Contributing editor

'Never driven one, but I always loved the idea of Audi's V12 diesel Q7. Likewise Lambo's LM002'



DAVID VIVIAN

Contributing editor

'Current-gen Porsche Cayenne Turbo S. If you're going to do absurd, you might as well do it properly'

have sharpened the suspension in overall terms by 20 per cent. The SVR rides 8mm lower and takes the regular Sport's firmest anti-roll setting as its default, but suspension geometry is the same. This is certainly an exercise in tuning – particularly of the electrical systems – rather than a comprehensive reengineering project.

To that end the Brembo brakes are carried over, too, although by

binning the fog lamps and using the apertures as ducts, five times more cooling air is directed to the brakes. That undoubtedly made a great deal of sense during the 10,000km of Nürburgring testing, but as we set off on our own test drive around the rolling Cotswolds hills in impenetrable morning fog, it does seem a little unfortunate.

In SVR trim the cabin is treated to a pair of heavily bolstered sports

Above: SVR comes as standard with mud and snow tyres. Most of these cars will stay firmly on-road, however, so there's the option of a summer tyre from Continental along with huge 22-inch wheels



‘Despite the modest chassis tweaks, the SVR very quickly feels like a different animal’

seats, which immediately set a more sporting tone. Despite the decidedly modest chassis tweaks, the SVR very quickly feels like a different animal to the standard car. Of course, that monstrous supercharged petrol V8 gives the thing a rampant level of straight-line performance that would trouble a Porsche 911 – not to mention a dirty baritone voice that makes it sound like the F-type’s older brother – but there’s something else. The steering is a little heavier, more direct. There’s also more precision in the chassis and stronger grip.

As standard the SVR comes on a 21-inch mud and snow tyre, but a 22-inch wheel with Continental summer

rubber is available as a £2400 option. Early signs suggest that the vast majority of buyers are ticking that box and they’re absolutely right to do so. Whereas the standard tyre folds under itself and announces its surrender in a wailing howl, the Continental is altogether more stable when pushing on.

The key to extracting meaningful and enjoyable cross-country pace from the SVR is smoothness. Throw it into a corner with the same enthusiasm that you might a well-sorted hot hatch and it just doesn’t cope. It’s far too tall and heavy for that approach. The sudden build up of momentum and resulting violent weight transfer simply overwhelms

the outside rear tyre and the car collapses into scruffy oversteer, which is hurriedly gathered up by the stability control.

But if you pour the SVR into a corner smoothly, allowing the momentum to build gradually, the car turns in positively. It then controls its mass and takes a set mid-corner, finds good grip and exits under power with a discernible neutrality. Adjust your driving style to suit and it really does reward. Rivals from BMW and Porsche are slightly sharper to drive, but the SVR has a trick up its sleeve.

Before I get on to that, it would be remiss of me to not mention a little foul play on Land Rover’s part. The promotional imagery showed the SVR Mike Cross-ed-up on circuit like an M3, but customer cars won’t do it. The stability control system can’t be disabled completely, unless you’re an insider and you know the secret handshake.

With the day drawing to a close we take a sharp left off the main road, tuck in behind a Defender 110 and drive directly into a wood. We then spend half an hour crawling through muddy ruts, climbing slippery inclines and tackling treacherous descents – all on the same Continental tyre that was used to set that Ferrari 355 GTB-matching Nürburgring lap time. The SVR retains the standard car’s mud-plugging toolkit and although those summer tyres do prevent it from conquering the most extreme terrain, we suspect it’ll go a great deal further off-road than an X5M or Cayenne Turbo. We’ll endeavour to find out.

The performance SUV is a difficult sort of car to find any good sense in, but when it retains some degree of off-road usability – as the Range Rover Sport SVR certainly does – it no longer seems like complete folly. This might just be the first time a sporting SUV has been both compelling and sensible. **✖**

Dan Prosser (@TheDanProsser)

Specification

Engine	CO2	Power	Torque	0-60mph	Top speed	Weight	Basic price
V8, 5000cc, supercharged	298g/km	542bhp @ 6000-6500rpm	501lb ft @ 2500-5500rpm	4.5sec (claimed)	162mph (limited)	2335kg (236bhp/ton)	£93,450

+ On-road dynamics combined with genuine off-road ability **–** A Cayenne Turbo S would have it covered down a country road

evo rating ★★★★★

THOROUGHbred PERFORMANCE

**MICHELIN PILOT SUPER SPORT,
THE REFERENCE TYRE FOR THE
PORSCHE PANAMERA GTS.**



MICHELIN TAKES YOU INSIDE THE ACTION.
GET ACCESS AT:

ROAD-TO-PERFORMANCE.MICHELIN.CO.UK

When it comes to high performance, Porsche and Michelin share the same passion for perfection. So when the uncompromising Panamera needed a new level of contact with the ground, Porsche and Michelin worked shoulder to shoulder to craft, test and finally homologate a truly exceptional new tyre. It's simply the latest chapter in the fifty years the pair have spent together pursuing excellence on the road and in motorsport. No wonder that today, Michelin is Porsche's one and only strategic partner for tyres.



MICHELIN
Total Performance

Give your driving a sporty edge with **MICHELIN Pilot Super Sport** tyres fitted to your car. With Michelin Total Performance you can enjoy high performance and optimal safety together in total confidence.



MICHELIN

A better way forward



Radical RXC Turbo 500

Test location: Snetterton Circuit, Norfolk **GPS:** 52.463648, 0.945805

Power upgrade for already-extreme road and track coupe could lead to a new Nürburgring lap record

Photography: Aston Parrott

THERE'S A VERY real possibility that this summer the Radical RXC Turbo 500 you see here will drive to the Nürburgring, complete a lap in under seven minutes and then drive home again. It's also a pretty good bet that it'll be faster than the Porsche 918 Spyder. Faster than a McLaren P1 or LaFerrari? We don't know, as neither company will release a time. Probably because they're already not quite on the Porsche's pace. (If they were surely we'd know, right?) So this car – fully type-approved, for sale in any EU country, crash-tested, emissions compliant – might just prove to be faster around a track than the highly celebrated new breed of hypercars. All for £143,400.

That price is critical to how you judge the revised RXC Turbo, now with added '500' nomenclature. In fact, the name doesn't quite do it justice, as the 3.5-litre V6 EcoBoost engine now produces 530bhp at 6100rpm and 481lb ft at 5000rpm thanks to bigger water-cooled Garrett GT28 turbochargers. So, is it an outrageous bargain for a car so capable on the track that it might just slay the most giant of giants? Or is it just a race car that scrapes through legislation but isn't really viable or that desirable as an all-purpose road and track machine?

The venue for our drive of this latest-spec RXC suggests the latter. We're at Snetterton on a trackday being run exclusively for Radicals. The 500 is on slicks and despite

its plates looks every inch the race car. This is Radical's development machine and hence is a little frayed, but the completely focused design and extreme aero make it a very different proposition to 'normal' supercars. For example, it produces 900kg of downforce at 185mph, compared to the P1's 600kg at 160mph in track-only Race mode.

Its road suitability is immediately called into question when the gullwing door pops up and you realise that the only real way to get in is to stand on the seat and then lower yourself down. Not ideal after dashing out of the supermarket on a rainy day... But look beyond the well-used surroundings (I happen to like that this car has lived the life) and there's some real sense of occasion.

The view is like nothing else – that upright, almost wraparound screen, the way the short bonnet drops away dramatically and the slightly raised LMP-style wings frame the view ahead. And then there's the mass of intakes and that huge rear wing that leaps out when you glance in the mirrors. The tiny steering wheel again looks more race than road, and the roll-cage and central AIM LCD readout for revs, speed, gear and other info are also race-car functional rather than supercar cool.

But while those touchy-feely elements are definitely lacking in the RXC Turbo 500 (although customer cars are much more finely trimmed and presented), the driving experience is very special. The RXC has a tubular steel chassis with an



Right: pushrod suspension features double wishbones front and rear. **Bottom right:** Radical has boosted the RXC's power with the aim of beating the company's own 6min 48sec Ring record, set by an SR8 LM in 2009. An attempt is planned for August



integrated roll-cage and is clothed in composite and carbonfibre bodywork. It also features inboard pushrod suspension and double wishbones all round with fully adjustable Intrax dampers. It weighs 1100kg, giving a power-to-weight ratio of 490bhp per ton, and covers 0-100mph in 6.8sec. And that mighty engine drives through a transverse seven-speed Quaife sequential gearbox and automatic torque biasing (helical gears rather than plate-type) differential. Shift speeds are around 50 milliseconds.

All the components sound top-drawer and there's no question that the grip, downforce and power conjure up plenty of intimidation. In reality the RXC feels reassuring and despite its massive performance is genuinely engaging, even when you're still sneaking up to its crazy limits. The non-ABS brakes are beautifully judged and offer so much feedback, the electric power steering is adjustable so you can back it right off to get a real feel for the tyre loadings, and the chassis feels neutral and stable but never

inert. In slower corners the engine's massive torque allows you to steer on the throttle, like a Caterham will, and in the quick stuff you first marvel at the sheer speed you can carry but soon push harder and tweak the car between gentle understeer and a bit of slip at the rear. It's an incredibly easy car to drive quickly but keeps on rewarding as you push yourself harder and start to really reveal the depth of the RXC's ability.

The last time we drove the RXC (evo 205) it didn't feel fully realised. Now it's really dialled-in. The extra 76bhp is fantastic and gives a finer balance between grip and grunt – you feel more in control of the car's balance, even if the engine does run out of revs sooner than you'd like. The 'box is superbly quick on upshifts and the downshift blip software is more accurate, so there's no danger of locking the rear wheels. Overall it's deeply impressive and almost absurdly exciting. On track it would blitz any traditional supercar for similar or even much more money.

On the road? That remains to be seen. The ride feels very good and



the engine's torque no doubt makes it feel ballistically quick away from the racetrack, but I suspect the gearbox would feel pretty clunky and it certainly isn't a kind of do-everything machine in the mould of a Porsche GT3. So, it will appeal to a very particular type of customer, but for those few, this RXC offers something unique and compelling. And if it runs a new Nürburgring lap record this summer I suspect there will be a healthy queue of people ready to embrace it. ✖

Jethro Bovingdon
(@JethroBovingdon)

'On track it would blitz any traditional supercar for similar or even much more money'

Specification

Engine	CO2	Power	Torque	0-60mph	Top speed	Weight	Basic price
V6, 3496cc, twin-turbo	n/a	530bhp @ 6100rpm	481lb ft @ 5000rpm	2.6sec (claimed)	185mph (claimed)	1100kg (490bhp/ton)	£143,400

➤ Huge performance, intuitive adjustability, track ability ➤ Compromised for road use, finish can't match that of traditional supercars

evo rating

★★★★★



Lamborghini Huracán

Test location: Podington, Bedfordshire **GPS:** 52.251346, -0.641268

SO MUCH ABOUT the Lamborghini Huracán LP610-4 is simple. It looks amazing and absurd in the best supercar tradition, the sounds it makes trigger something in you at a primeval level, the performance is breathtaking and it has composure, stability and pace to make your eyeballs bleed. In so many ways it appears to be The Perfect Supercar. And yet it's a car that splits opinion, a car that can feel every bit the supercar perfected on one journey and then mildly frustrating the next. It is magnificently raw yet completely useable, wildly exciting yet utterly impregnable. I love it. I think. Especially now I've tried one without the variable ratio Dynamic Steering.

Yep the dreaded BS, er, I mean DS, hasn't been specified on this right-hand-drive UK press car, which was excuse enough for us to sample it on familiar roads. In fact, it's a hugely important change, as finally we have a chance to assess the Huracán's dynamics without the distraction of a steering setup that's effectively designed to be inconsistent.

So, let's deal with the steering first. Well, the good news is that it's so much better. The rack isn't super-quick like a Ferrari's, but the rate of response feels intuitive and the jumpy low-speed feel of the Dynamic Steering is gone. The weighting changes as you ratchet up through Strada, Sport and Corsa modes on the ANIMA switch. However, on the road, Corsa effects too great a change on the (optional) magnetic dampers and the ride becomes way too stiff, so you tend to find yourself in Sport. That means quite light steering and, on damp roads, a little more weight might be nice. It takes time to trust the front end because you don't have weight to lean against, and it's not the most feelsome of systems.

In fact, it does provide the right messages just when you need them – near the limit – but such are the Huracán's limits that you almost never find them on the road. Even when you go looking. It is an extraordinary car in terms of acceleration, grip and traction, and a very, very different experience to a mid-engined Ferrari or McLaren.

Bereft of the dreaded Dynamic Steering system, does the Huracán finally live up to its phenomenal potential on British roads? **Photography:** Aston Parrott



The drivetrain itself is phenomenal, the 5.2-litre V10 offering scintillating response, deeply insistent torque and then a rampant, mildly terrifying top-end delivery, and the seven-speed twin-clutch gearbox is as good as they come. Unlike, say, the 458 Speciale, the Huracán doesn't have much of a built-in 'kick' on upshifts, but instead delivers them with instant and startling precision. You'll be changing gear quite a lot, too. Not because you really need to, but the Huracán has relatively short gearing, so you can choose to experience the V10's ferocious side regularly. And you will.

Ferocious is the word, too. Forget that on paper the Huracán's 602bhp (at 8250rpm) is down on power compared to certain rivals, or that at 1532kg it's a little chunkier. It defies

those figures to feel unnaturally, unsettlingly fast across the ground. The engine is nothing short of sensational, the ceramic brakes have fantastic feel (at last) and huge bite, and the body control is so locked-down that the Huracán feels uniquely omnipotent. I'm not sure there's another car that could live with it point-to-point save for a 918 Spyder. Understeer? Oversteer? Dream on. Maybe on the track, but unless you're completely deranged the Huracán is resolute at road speeds: point, shoot, hold on, swear a bit, laugh, panic about your licence, then laugh again. It's certifiable.

What it isn't is expressive in the style of a Speciale and, yes, I suspect on track it would understeer a little too much. You get hints of it on the road, although for every moment you sense the front push, there are three where the rear tyres pin the nose on line and almost ripple the tarmac as they dig in to deliver a neutral stance. It's a real thrill. Oversteer heroes need not apply, but the Huracán's intensity is something to behold. ✖

Jethro Bovingdon
(@JethroBovingdon)

Specification

Engine	CO2	Power	Torque	0-62mph	Top speed	Weight	Basic price
V10, 5204cc	290g/km	602bhp @ 8250rpm	413lb ft @ 6500rpm	3.2sec (claimed)	202mph+ (claimed)	1532kg (399bhp/ton)	£186,760

✚ Defies the numbers; unbeatable point-to-point pace coupled with enormous character ✖ Not quite as engaging as a 458 Speciale

evo rating ★★★★★

S E R E N G E T I®

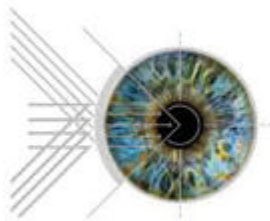
DRIVEN BY VISION

555 NM® BLUE POLARIZED LENS

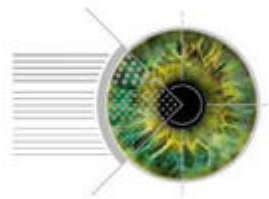
STYLE MEETS SCIENCE & TECHNOLOGY



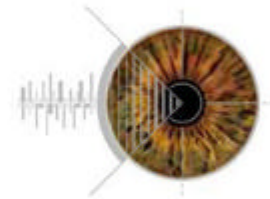
BRERA 8210



PHOTOCHROMIC
ADAPT TO LIGHT



POLARIZATION
CONTROL THE LIGHT



SPECTRAL CONTROL®
FILTER THE BLUE LIGHT



Award winning Serengeti® sunglasses feature light reactive photochromic lenses embedded with polarizing and Spectral Control® technology.

The result is stunning high definition contrast and colour enhancement.

Vision is crisp and sharp and everything you see looks better, even from a distance.

In addition, blue light that causes glare and haze is blocked eliminating the eyestrain and eye fatigue that can occur while driving.

AVAILABLE IN PRESCRIPTION
FROM SERENGETI STOCKISTS INCLUDING:

Eyesite Opticians
Brighton | Tel 01273 724111
Reading, Weybridge, Winchester & Oxford
Optix at Broadgate
London EC2 | Tel 0207 628 0330
Roger Pope Opticians
London W1 | Tel 0207 935 2124
Venturi Vision
Haslemere, Surrey | Tel 01428 652777
Gregory & Seeley Opticians
Cranleigh, Surrey | Tel 01483 272629
Gregory & Seeley Opticians
Fleet St, London EC4 | Tel 0207 353 1408
DH Thomas Optometrists
Cambridge | Tel 01223 245222
Brad Abrahams Optometry
Bath | Tel 01225 444321
Leightons Opticians
Putney, SW15 | Tel 0208 789 7300
Richmond Eye Centre
Richmond, Surrey | Tel 0208 948 8882
Paul Whiteman Optometrists
Reigate, Surrey | Tel 01737 223202
Yates & Suddell Opticians
Bury | Tel 0161 764 2209
I2j Optometrists
Glasgow | Tel 0141 552 2030

FREE TEST DRIVE PROGRAMME AVAILABLE FROM APRIL - JUNE



Serengeti Eyewear

CALL 0208 391 4700 FOR FURTHER DETAILS
www.serengeti-eyewear.com

THE RACING LINE



C7 RAPIDE CHRONOMETER – LIMITED EDITION

Made in Switzerland / Worldwide limited edition of only 500 pieces /
ETA 251.26+ COSC with 1/10ths second split-timing / 42mm marine-grade,
stainless steel case with aluminium tachymeter bezel / Anti-reflective
sapphire crystal / Premium quality Italian leather strap and Bader deployment

SWISS MOVEMENT **CHR. WARD** ENGLISH HEART
LONDON

EXCLUSIVELY AVAILABLE AT christopherward.co.uk



Cosworth Toyota GT86

Test location: Grendon, Northamptonshire **GPS:** 52.232802, -0.711734

Prestigious British engineering firm gives the GT86 chassis the power it deserves... for a price

Photography: Aston Parrott

THE PROLIFERATION of tuners that offer upgrade kits for the Toyota GT86 and Subaru BRZ is a clear indication that, like us, many owners crave more power from the little coupe. The sweetly balanced, rear-wheel-drive chassis is the car's centrepiece, but an increase over the standard 197bhp allows you to enjoy its capabilities more often.

To that long list of tuners we can now add Cosworth. Few outfits have a more vibrant heritage in motorsport and performance motoring, which gives this kit an appeal all of its own. Alongside its high-profile motorsport programmes, which have included the building of Formula 1 engines until the end of the 2013 season, Cosworth works behind the scenes on many OEM projects, giving this kit the assurance of a certain standard of quality.

The kit fitted here is a Stage 2 upgrade with a supercharger. It lifts

power to 277bhp and, even more usefully, bumps the rather limp standard torque figure up by 75lb ft to 226lb ft while also padding out the mid-range. The intake manifold and intercooler are upgraded to get the most out of the supercharger. A forthcoming exhaust manifold will liberate a further 10bhp.

With a relatively high specific power output, this FA20 engine should be a bit of a screamer, but in its standard form it really is a thrashy and unsatisfying thing. Mated to Cosworth's supercharger kit it remains quite ordinary in its basic character, but it now feels a great deal stronger from low revs and much more urgent at the top end. The power curve is very linear, so there's pleasure and reward to be had from chasing the red line, but that broader torque curve means you can shift up early and still make good progress. There's no great sense that the engine now breathes by forced induction because the supercharger works in a subtle way.



Whereas some blowers announce themselves with a manic whine, this kit is altogether more discreet.

Adding this kind of power does present the issue of having to contain it. To this end, Cosworth has developed a front and rear brake upgrade package with 330mm discs and six-pot calipers at the sharp end. Its engineers claim that they weren't able to make the brakes fade on circuit; on the road they certainly feel strong and progressive. This demonstration car also rides lower on aftermarket coilovers, but they're off-the-shelf parts rather than being Cosworth's own work.

As welcome as the performance

increase is, the chassis does seem to struggle with the extra power. Running the standard limited-slip diff, this car easily breaks traction, particularly in wet or greasy conditions. That's to be expected, but it's also very short on lateral grip. It's unclear if that's down to this particular car's setup, its Continental rubber, or if it's a second-hand consequence of the engine upgrades, but the result is that it is tricky to enjoy at high speeds. At lower speeds it's a great deal of fun in a juvenile, slippery sort of way.

The supercharger kit itself is very easy to recommend, but we'd want to work on the chassis tuning to make the most of it. Cosworth is working through warranty and type-approval matters at the moment – the process is more drawn out than the actual engineering programme, apparently – but once the red tape is dealt with, this will be among the very best FA20 upgrade kits on the market. **x**

Dan Prosser (@TheDanProsser)

Specification

Engine	CO2	Power	Torque	0-62mph	Top speed	Weight	Basic price
Flat-four, 1998cc, supercharged	n/a	277bhp @ 7000rpm	226lb ft @ 5300rpm	6.0sec (est)	150mph (est)	1300kg (216bhp/ton)	£4794 (engine kit)

+ More power, more torque and a lot more fun **-** Engine still lacks character

evo rating ★★★★★

Mercedes-AMG C63

Test location: Odemira, Portugal
GPS: 37.59468, -8.554916

Should you save yourself almost £7000 and opt for the 'lesser', non-S AMG C-class?

Photography: Drew Gibson



FOR A FEW years now, Mercedes has been offering both a standard and an 'S' version of its E63. It has carried the policy into the new AMG GT as well, and is now extending it to the C63. The choice poses something of a dilemma, not just in showrooms but also on launches, where frequently time is tight and you might only have the chance to drive one variant. Two scoops or three? Medium or large glass? Normal or S? The temptation is usually too much. But as we know, less can sometimes be more, so it's a relief that after an afternoon in the C63 S (see issue 208 for the review) I also get the chance to spend an evening in the standard C63.

Almost immediately after I set off down the road it's obvious that the steering is slightly different. It's subtle, but with a bit more weight to it there's a slightly greater feeling of connection around the straight-ahead and on the initial part of turn-in for corners. I enquire about this later and the difference is attributed to the engine mounts. In the S there are dynamic mounts (first seen on



Porsche's second-generation 997 GT3) that vary in stiffness depending on conditions (softer engine mounts reduce NVH; firmer mounts control the mass of the engine better and improve agility and handling as a result) while the standard C63 gets fixed mounts.

The second observation might seem obvious, but the standard C63 definitely doesn't have quite the ballistic feeling of the S when you get on the throttle. Outputs of 469bhp and 479lb ft from the 4-litre twin-turbo V8 are hardly paltry, still besting an M3's numbers by 44bhp and 73lb ft respectively, and with a 0-62mph time only 0.1sec shy of the 34bhp and 37lb ft better-off C63 S, I did wonder whether there would be any tangible performance difference on the road. But although the C63

is still stonkingly fast once into its stride, without the S's aggressive Race mode, the initial response isn't quite as sharp, taking the edge off the acceleration very slightly.

Happen across a suitable corner and there is still more than enough thump to send you sideways on the exit, but things happen slightly differently here too. In the past the standard C63 didn't come with a limited-slip diff, but now thankfully it does. The LSD is purely mechanical rather than electronically actuated as in the S, and this means that the transition from grip to slip is more abrupt, requiring sharper initial steering correction to catch the slide. Once the car is balanced, however, the feeling of security, control and connection is arguably greater. It would be interesting to try

both around a track.

Other points of difference include the brakes, which are 360mm in diameter all-round on the C63, while the S has 390mm front discs. The C63 is 15kg lighter than the S, but the fuel consumption and CO2 figures are the same, despite the disparity in power outputs. Externally the cars are almost identical too, with only small pieces of trim painted matt Iridium Silver or high-gloss black to distinguish S from non. To our eyes the Estate looks much better than the saloon – and as we discovered with the S, saloon and estate are all-but identical to drive.

Ultimately you save £6750 by plumping for a non-S C63 and it's great that the car now comes with a limited-slip differential as standard. But if you can afford it, then I do think the S does enough to justify the price hike. The dearer car feels more eager thanks to its Race mode, yet is slightly easier to control on the edge of grip thanks to its electronically controlled diff. Three scoops, large glass, C63 S. ✖

Henry Catchpole
(@HenryCatchpole)

Specification

Engine	CO2	Power	Torque	0-62mph	Top speed	Weight	Basic price
V8, 3982cc, twin-turbo	192g/km	469bhp @ 5500-6250rpm	479lb ft @ 1750-4500rpm	4.1sec (claimed)	155mph (limited)	1640kg (291bhp/ton)	£59,800

➡ Fast and feelsome ➡ Lacks the ultimate finesse and response of the S

evo rating ★★★★★



BY APPOINTMENT TO
HER MAJESTY THE QUEEN
SUPPLIER OF CAR CARE PRODUCTS
AUTOGLYM, LETCHWORTH, ENGLAND



BY APPOINTMENT TO
HIS MAJESTY THE PRINCE OF WALES
SUPPLIER OF CAR CARE PRODUCTS
AUTOGLYM, LETCHWORTH, ENGLAND

THE OLDER WE GET, THE BETTER YOU LOOK.

Born to shine, since 1965.



With age comes wisdom and one thing we've learnt in our 50 years is that perfection can only be achieved when you strive to be the best. Product innovation is at the heart of everything we do and Autoglym products are regarded by experts as being of the finest quality. They're also easy to use if you're new to car care and, for the more devoted, our expert advice can help transform you and your car into automotive heroes. We think that's something worth celebrating and hope you do too. *That's the Autoglym way, always has been.*

Join in the 50th anniversary celebrations and win special edition products, visit: facebook.com/autoglym



Made in Great Britain

Passion
for PERFECTION





Romeo Ferraris Race Cinquone

Test location: Circuito Tazio Nuvolari, Italy **GPS:** 45.071799, 8.993654

Near unrecognisable next to the car from which it's homologated, Romeo Ferraris' absurd Touring Car is a shock to the senses

Photography: Aston Parrott

F FROM BEHIND THE pit wall, with my head poking through a gap in the tall catch fence, I can see the Romeo Ferraris Race Cinquone exiting the final corner and spilling onto the long straight. It fills the pits with an unbearable buzz-saw howl as it approaches my position, then on the upshift to sixth gear fires out a violent gunshot that makes me jump. I catch the jelly mould silhouette of a Fiat 500, but the furious sound and outrageous wing don't fit. The difference between a racing car on the other side of a fence and a demented beast

charging around its zoo enclosure has never seemed so small.

Motorsport has always been at the very heart of Romeo Ferraris. The company, founded in 1959 by the man whose name hangs above the door, started out as an engine builder and race team. Today, the ambitious Milan-based outfit has established itself as a road-car manufacturer in its own right and the street-legal Cinquone (based on the Abarth 500 – see *evo* 206) is on sale in markets across the globe.

Far from being distracted by a demanding new project, though, Ferraris is redoubling its efforts in

Left and right: extended wheelbase and widened track are necessary to keep 365bhp/ton under control. **Below:** Prosser prepares to do battle with massive turbo-lag



the Italian Endurance Touring Car Championship for 2015. The Race Cinquone first emerged with its cartoonish rear wing back in 2008. It was heavily revised for the 2014 season and scored three race victories in its first three outings. With the new season just over the horizon, the team has decamped to Circuito Tazio Nuvolari, 40 miles to the south of the factory, to test a more powerful engine tune and a traction control system, which, as I will soon find out for myself, could make all the difference.

Up on jacks in the pit garage, the Race Cinquone looks like a Touring

‘Swollen arches and a shadow-scraping front splitter jar perfectly with the 500’s cutesy image’

Car in two-thirds scale. What it lacks in size it makes up for in purpose; the swollen arches, shadow-scraping front splitter and anodised, crane-like rear wing supports jar perfectly with the 500’s cutesy image.

With the proportions so contorted by the exaggerated bodywork, it’s easy to miss the additional four inches that Ferraris has grafted into the bodyshell. With the standard wheelbase the car would probably have the directional stability of a spinning top. The front suspension retains the basic MacPherson strut arrangement, while the rear is an entirely bespoke independent setup

– the long lower wishbones seem to converge at the centre point of the car. Eibach springs and four-way adjustable Öhlins dampers feature at both ends.

The brakes are by AP Racing, the gearbox is a six-speed Sadev sequential and there’s also a limited-slip diff. As per the regulations, the engine is based on the standard car’s 1.4-litre turbo motor, but the in-house modifications are far-reaching. The head has been revised with lumpy cams, the pistons and conrods are new, the intake and exhaust systems have been replaced with competition parts and the



Above: Cinquone exhibits remarkable grip on turn-in; enormous rear wing ensures there's lots of downforce at speed.

Right: a glut of power from 5000rpm means the driver's right foot has to be especially sensitive



stock turbo has been switched for a much bigger item. The turbo can run at up to 2bar of boost pressure, which is enough to develop 370bhp.

Generating that sort of output from 1.4 litres of displacement means one thing: lag, and colossal amounts of it. Mario Ferraris – son of Romeo, driver of the Race Cinquone, and now holder of the company reins – goes to some effort to express just how tricky the car is to drive because of it. I peer out of the roller door and note that it's still raining outside.

For a moment or two I consider feigning an illness to get out of having to drive this blasted thing, but I know I'd regret it later. The engine runs rough, the clutch pedal is heavy and sharp, the banks of switches and rows of lights are totally bewildering and I can barely see over the scuttle.

We're running at 1.5bar boost in these conditions, but Mario reckons there's still close to 350bhp to deal with. With the engine this heavily turbocharged, there's nothing going on below 5000rpm. The car gradually accrues speed as the revs slowly rise, but when the turbo comes on song it does so violently, with a flurry of rushing boost, transmission whine and frantic wheelspin. I pull the tall lever for the next ratio just before the engine rams into the limiter, the shift lights piercing the gloom.

The wet-weather tyres are finding strong and consistent lateral grip, so I begin to press a bit harder. The brakes need all my force before they start to bite – for a moment it feels as though the pedal isn't connected to anything at all – but the car turns without hesitation despite

the greasy conditions and corners completely flat. The chassis has a benign setup today – in race trim it'd be much more aggressive – and feels as though the front axle would cope with whatever entry speed you could throw at it, rear following faithfully.

Corner-exit is the tricky bit. If you've allowed the engine to drop off its curve you get no pull at the initial throttle application, but as you approach the exit kerb the boost will hit, overwhelm the front tyres and send the car scrabbling off the circuit in comedy power-understeer. That traction control system quickly sounds like a good idea, particularly with the team aiming to find 400bhp for the start of the season.

To get the most out of the Race Cinquone you have to judge throttle inputs with real precision to manage

the obstreperous power delivery. Anticipate the lag and get on the power before you need it, but not so hard that you deploy all 350bhp in one uncontrollable burst. You have to use about half the throttle travel, which is just enough to spool the turbo, hook up the differential and get the car driving. Only with the front wheels pointing straight ahead can you stand on the throttle, which slingshots the car at an incredible rate towards the next corner.

Lap after lap I pull four clutchless upshifts on the start-finish straight and wonder if onlookers on the pit wall are feeling that same sense of discomfort. As a demonstration of what Romeo Ferraris can achieve with the humble Abarth 500, the Race Cinquone is a masterpiece. **✖**

Dan Prosser (@TheDanProsser)

Specification

Engine	CO2	Power	Torque	0-62mph	Top speed	Weight	Basic price
In-line 4-cyl, 1368cc, turbocharged	n/a	370bhp @ 7000rpm	302lb ft @ 5500rpm	n/a	152mph (claimed)	1030kg (365bhp/ton)	c£181,000

+ Goes as hard as it looks **-** Enormous turbo lag

evo rating

★★★★★



SCUDERIA

SWISS MADE



Cafe Racer

Classic Time

www.classic-time.co.uk
T. 01189 482674

CTSCUDERIA.COM



Mercedes-AMG S65 Coupé

Test location: Septmoncel, France GPS: 46.370479, 5.911219

The difference between the S65 and S63 AMG Coupés is the price of a Boxster GTS. Can the former possibly be worth it? **Photography:** Andy Morgan

THE S65 COUPÉ is a different kind of AMG. Yes it has the monster engine and gargantuan quantities of power and torque we've come to expect from Affalterbach's most famous exports, but this fabulous S-class combines with those a luxury, refinement and decorum that elevates it way beyond AMG's more commonplace middle-management hot-rods.

We'll start with the numbers, for no other reason than they should tickle the Top Trumps fan in all of you. Engine? A hand-built 6-litre twin-turbo V12 churning out 621bhp and 737lb ft. Performance? 0-62mph in 4.1sec and a top speed (with the optional speed limiter raise) of 186mph. Weight? 2110kg. Price? From £183,075. Gulp.

On the outside the S65 Coupé is imposing if a bit chintzy, the frontal treatment in particular involving lots of chrome – and Swarovski crystal detailing within the headlight units (no, I'm not joking). At the rear it's a bit Renault Laguna Coupe, which though a handsome car isn't perhaps the comparison you want

if you've just dropped the best part of £200,000. Inside there's hectares of soft quilt-stitched leather and an impressive near-full-width display screen for the instruments and infotainment. The driving position and steering wheel size feel nicely sporting, immediately disguising the size of the car. Alarming there's not that much rear legroom, but up front it's magnificent in every respect.

That big V12 spins into life with a fruity bark, enough to make you tickle the throttle to hear it again. Each flick of revs rocks the car gently on its suspension like the muscle car it is. Progress is never less than effortless, thanks to the V12's performance and the supreme equipment levels. Gradients are flattened, long distances devoured, every journey an opportunity to have a heated back massage and enjoy your favourite music as never before thanks to Burmester's remarkable 24-speaker, 1540-watt '3D' hi-fi.

If that all sounds a bit remote, like travelling in the S65 is more about the non-driving aspects than working the wheel, then you'd be right. In terms of feel it only really



gives you what it thinks you need. Imagine every bit of feedback being filtered through the finest possible mesh and you'll get the idea. Accurate then, but less than involving. That's correct for a car of this kind, but initially a bit disconcerting if you're more used to explicit, unfiltered feedback.

Driver or passenger, you'll love this car for its occasion, but there's a majesty to driving it that you don't fully appreciate as a passenger – the sense of boundless acceleration and the superiority that comes from knowing what's in reserve. If you're pointing the gunsight badge down a de-restricted Autobahn, it's fun to push the right-hand pedal until there's nothing left, but otherwise it's best to forget any hooligan urges and go with the imperious flow.

That's not to say it can't hustle like you'd hope an AMG should. Switchable suspension and a responsive seven-speed automatic transmission (with Efficiency, Sport and Manual modes) ensure you can wake the sleeping V12 giant at will. There's more traction than you'd imagine and the ceramic brakes and Magic Body Control suspension do a good job of keeping two and a bit tons under control.

Is the S65 an **evo** car? Absolutely not. Not in the accepted sense. If, like me, you feel an **evo** car should trade cossetting comfort for outright performance then it fails. An S63 is a bit more 'us' (and costs £57k less), but the lure of a V12 certainly casts a compelling spell. Besides, as I came to appreciate on a 1500-mile round trip to Geneva, a car that can combine truly epic straight-line pace, sublime cruising comfort, cutting-edge technology, five-star luxury and the ability to eat up mountain roads is something even fundamentalists like us can appreciate. If you could, you would. **X**

Richard Meaden
(@DickieMeaden)

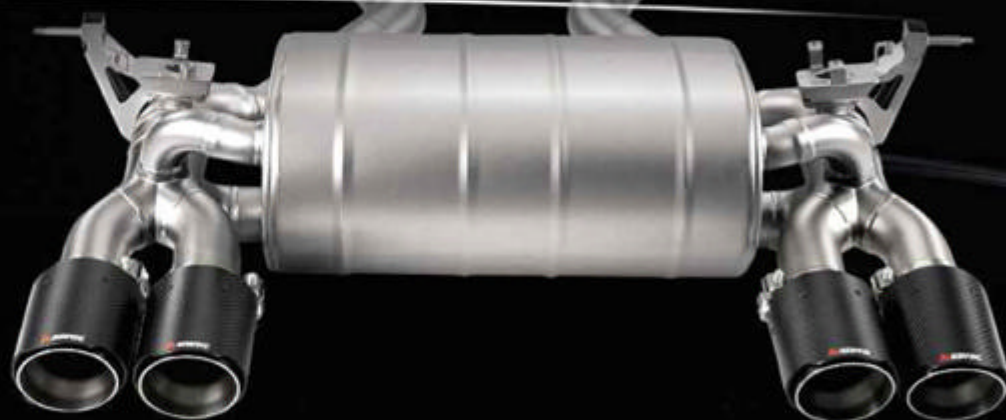
Specification

Engine	CO2	Power	Torque	0-62mph	Top speed	Weight	Basic price
V12, 5980cc, twin-turbo	279g/km	621bhp @ 4800-5400rpm	737lb ft @ 2300-4300rpm	4.1sec (claimed)	186mph (limited)	2110kg (299bhp/ton)	£183,075

+ Incredibly refined, almighty power and torque, fabulous luxury **-** Styling not to all tastes, rear legroom poor

evo rating ★★★★★

EXPERIENCE THE POWER



BMW M4 (F82)

+10.2 HP / 5200 rpm
+16.0 Nm / 2450 rpm
-9 kg

Enhance your car's performance and sound with an Akrapovič exhaust system. Increased horsepower and torque with reduced weight – the engineering magic behind the outstanding performance and unmistakable sound of Akrapovič lies in the use of supreme materials that provide optimum exhaust flow. Because we don't accept compromises when it comes to quality.

To learn more about our exhaust systems and all the available features, please visit www.akrapovic.com

PERON
ENGINEERING SOLUTIONS

0845 68 09 342 | info@peron-automotive.co.uk | www.peron-automotive.co.uk

AKRAPOVIČ
EXHAUST SYSTEM TECHNOLOGY

SETTING THE NEW STANDARD

#loveyourjourney



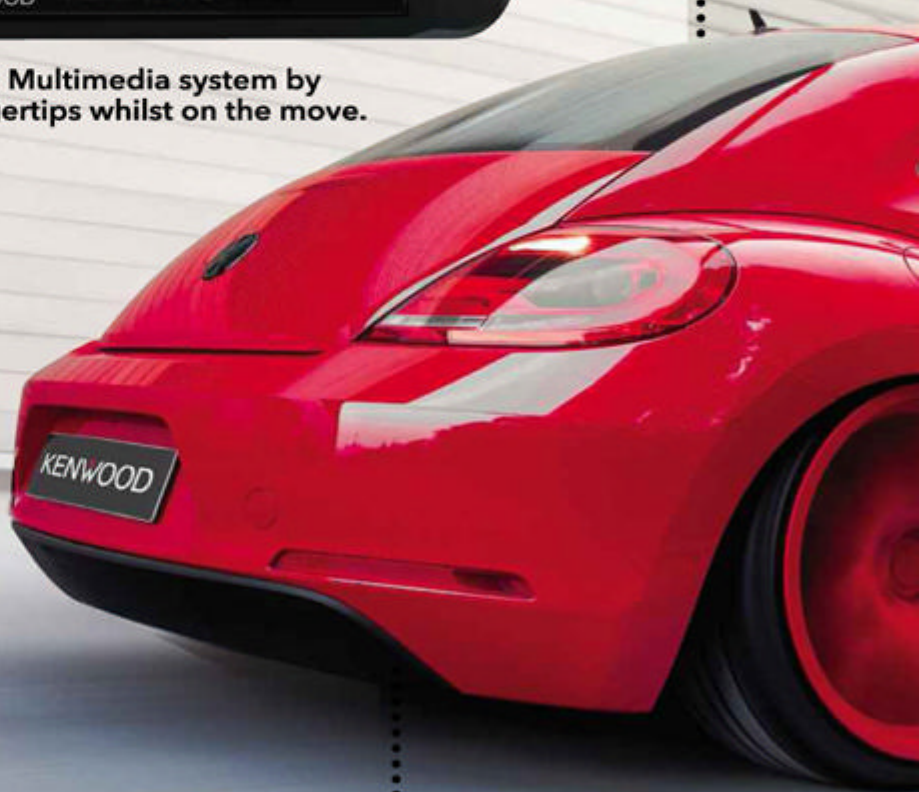
The all-new Volkswagen UK-approved Multimedia system by Kenwood, puts everything at your fingertips whilst on the move.

- Garmin European Navigation
- Digital Radio
- Bluetooth Hands-Free & Streaming
- iPod / iPhone Music Playback
- Android Smartphone Integration*
- True Mirroring of iPhone/Android Apps On Screen*

Take your standard journey to a new level with the Kenwood DNX525DAB. Available to order from your local Volkswagen dealer now.

To find out more about the DNX525DAB and the rest of Kenwood's exciting multimedia range please visit www.kenwood-electronics.co.uk

*Optional lead & compatible device required



www.facebook.com/KenwoodUK

KENWOOD

Outside Line

by RICHARD MEADEN



The recent fatality at the Nürburgring causes Meaden to envision a new era of racing there, where risks and relevance are more carefully considered

BARELY A DAY GOES BY WITHOUT THE Nürburgring Nordschleife making some kind of headline. Last month it made the news for the worst possible reasons, when a car racing in the hotly contested VLN series left the circuit at high speed and vaulted the crash fencing, killing a spectator. That the driver – Jann Mardenborough – emerged physically unhurt (but emotionally shattered) was a minor miracle.

As is always the case in the wake of such tragedies, questions are rightly asked. And, in this age of social media, an awful lot of bollocks is uttered online by trolls, bedroom aerodynamicists, barroom N24 veterans and, worst of the lot, Taki Inoue. Ignore the rubbish. The truth is this crash feels like something those close to the VLN and N24 have privately feared was an accident waiting to happen. For years we've revelled in the gratuitous slo-mo footage of GT3 cars pulling lurid wheelies at Flugplatz.

We'll never know how close the most spectacular of those came to launching into the same sickening trajectory as Mardenborough's GT-R. What we do know is you don't need to be Adrian Newey to appreciate flat-bottomed cars are not supposed to leave the ground. Repeatedly sending three-dozen of them flat-out over a spot called 'Flying Place' and not expecting any of them to take off now seems a bitter irony, and arguably borderline negligent.

It's easy to be wise after the event, but hopefully the fact I've been a part of the VLN and N24 scene for nine seasons, and that I've also known Jann since the start of his career, qualifies me to comment. Still, I'm painfully aware this could come across as me giving the Nürburgring a Judas kiss, but nothing could be further from the truth. The Ring has given me many unforgettable moments. I've raced in pouring rain and blistering sunshine; driven into the inky darkness and wondered at the sunrise. I've shared a Maserati with Jacques Laffite, won the SP8 class with Aston Martin and had the absolute privilege of racing with and against some of my best mates. The best of times, in fact.

Then there's the worst of times, like the numbing trauma of a team-mate being killed or the blind terror of closing my eyes in the midst of a 125mph qualifying crash at Schwedenkreuz and praying I'd live to open them again. Yet if you spend enough time around racing, and at the Nürburgring in particular, you come to accept that these extremes are two sides of the same coin. It's part of what separates the place from anywhere else, and what makes racing drivers a uniquely selfish breed. We accept the sport's elevated risks to reap its heightened rewards, and for the most part that's a fair transaction. When it's not, you stop. That's why I won't be racing in this year's N24, but perversely why I'm still

relishing the prospect of racing a Lola T70 at Spa. Go figure.

As for Jann, some individuals are making something of the fact he's a gamer. Yes, his big break came through Nissan's GT Academy, but remove the marketing 'hook' and what he's really been through is the most thorough and comprehensive driver development programme in history. You don't come close to winning the British GT Championship, stand on the Le Mans podium, become a front-runner in GP3 or secure a factory LMP1 drive without prodigious natural and skilfully nurtured talent. That Jann is the nicest bloke you'll ever meet and has a maturity beyond his years only makes his critics' comments more absurd. I hope he can summon the strength to grieve for the victim of the accident, but also allow himself to accept it was just that – an accident – and go on to enjoy a long and hugely successful career.

Still, lessons need to be learned. The spectacle of the best GT

'We'll look back at GT3 racing at the Ring the same way we do Group B'

drivers in the world going hammer and tongs around the world's toughest racetrack is compelling, but until you've been in the midst of it you simply can't appreciate the ferocity of the racing, how many near-misses there are every lap and how violent the accidents are when they do occur. I think we'll come to look back upon the GT3 era at the Ring in much the same way we do Group B in rallying. Amazing, extraordinary and wildly fast, but ultimately too riven with risks to be allowed to continue.

And you know what? The Group A era that followed wasn't so bad, now was it? Apply that to the Ring and instead of seeing a train of GT3 cars taking crazy risks in traffic to maintain pace, yet only truly being able to race for position on the modern GP circuit, we could see those same drivers battling for every mile in GT4 cars. Yes they'd be slower, but the cars would be far more suited to racing on the track, and they'd be a true reflection of the road cars we can buy. That's a win-win in my book.

The unfortunate victim of last month's tragedy was a race fan through and through. Surely the best tribute to him would be to find a way for the VLN to reinvent itself into something that's safer, sustainable and even more special, while retaining the identity and challenge of this magical, malevolent circuit. ✕

✉ @DickieMeaden

Richard is a contributing editor to **evo** and one of the magazine's founding team

Celebrating our
60th anniversary

60th

ANNIVERSARY

1954



The 2014 Lister Jaguar Knobbly at RAF Bentwaters

We are privileged to announce the production of a **limited run** of Lister Jaguar Knobblys

Built using the original chassis jig and body buck, at the original factory and overseen by the original engineers. Powered by the iconic Jaguar 3.8 Litre D Type Engine with Wide Angle Cylinder Head and fitted with the Jaguar D Type Gearbox, all of which have been manufactured from scratch, to full specification. Ready for road use or to be entered into any Motor Racing Legends event. Orders are now being taken direct from the Lister Motor Company.

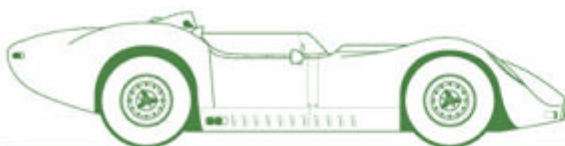
Request a brochure direct from the Lister Motor Company today,
please call: **0800 001 4998** or go online: www.listercars.com



LISTER JAGUAR KNOBBLY - CAMBRIDGE 2014

The first 2014 Knobbly outside
Cambridge University

www.youtube.com/listercars



£295,000 + TAX



LISTER MOTOR COMPANY LTD

- Lister Jaguar Ltd
- Brian Lister (Light Engineering) Ltd
- Lister Storm Racing Ltd
- Lister Storm LMP Ltd
- Lister Heritage Ltd

George Lister Engineering Ltd
Queens Business Park
Wilbraham Road
Fulbourn
Cambridge
CB21 5GT



Petrolhead

by RICHARD PORTER



The car world needs romance, and if one illustrious British company has to plumb new depths to maintain that, so be it, says Porter

UNTIL RECENTLY A FRIEND OF MINE owned a 1970s Aston Martin V8 coupe, a car so stoutly and completely British that you felt it was made of cricket bats, damp soil and beef dripping. I coveted it in a way that was almost painful, not just because it looked terrific and drove away on a wave of velvety V8 thunder leaving you swaddled in a warm duvet of potent petrol fumes. That was all very nice, of course. But I also lusted after this car because of the very idea of owning an Aston Martin.

'What am I driving at the moment? Oh, um, Aston Martin...' 'Which is my car, officer? Why, it's the Aston Martin...' 'Hey, here's an idea, let's go away for the weekend. We can take the Aston Martin...' 'Feels good, doesn't it? Sounds more sophisticated than Bentley, less brash than Ferrari, more grown-up than Lamborghini. There's little as appealing as the idea of owning an Aston Martin.'

I felt it again on the most recent **evo** Car of the Year. The Vanquish we had wasn't the fastest or the best-handling car in the group. Yet I found myself driving it a lot and, when I wasn't in it, I was standing next to it, entertaining lustful thoughts. On that test, I was wowed by the 458 Speciale. I respected the Cayman GTS. But I loved the Aston. And I loved to imagine having one sitting outside my house.

That said, I fear the reality of modern Aston Martin ownership might be less heart-warming. Make no mistake, the latest Vanquish is a very nicely sorted car. The old V12 Vantage was a cracking thing too. But too many recent Astons simply haven't been good enough to drive or to own and now they feel old. Despite various updates, the flawed ergonomics, the cacky satnavs and that bloody glass block key thing are all there, gently undermining the dream with a dose of annoying reality. And as a result, Aston isn't in the best of health. It lost money last year, and the year before. In fact, losing money is pretty much the most consistent tradition in all of Aston's history. But if it carries on, the company could be history. And though it's easy to say that another carmaker would snap it up should it fall on truly hard times, you'd have to wonder who that might be. Ford has already been there. GM is concentrating on its own health. VW Group has high-end sports car names coming out of its bunghole. Toyota has never shown the inclination to buy other companies. And who else has the cash? Well, maybe it doesn't matter, because someone else has a plan to save Aston Martin. And, strangely, it's Aston Martin.

The company's two main investors, one of which is the Italian firm that turned around Ducati, have stumped up £500m to plough into new models. But this won't be used purely to do like-for-like

replacements, because the company's new boss, ex-Nissan man Andy Palmer, arrived last year and immediately came out swinging with a fresh plan to make the cash count. The first new car is predictable enough, a replacement for the DB9. But it'll have AMG V8 power, a Merc electrical system that brings state-of-the-art gadgetry, and suspension tuned by Palmer's new star signing, ex-Lotus chassis magician Matt Becker. It's no surprise that a new V8 Vantage will follow. But then expect things go a little off-piste. The Rapide was never convincing as a proper saloon but the recent limited-run Lagonda, built on the same box of bits but with a stretched wheelbase, turned itself into a proper, upmarket S-class rival. Apply the same logic to the new-generation kit of parts and Gaydon has the chops to take it to the Ghost and Flying Spur. But that's not where the real money will come from.

'It genuinely seems like poo-or-get-off-the-pot time for Aston Martin; the enterprise is knackered otherwise'

Brace yourself, people, because the moment the Aston accountants get out the black Biro again is when the so-called crossover model arrives. The purists will splutter through their enormous moustaches, but introducing a high-riding, five-seat family car is the steely part of Palmer's plan that will actually pay the bills. After all, it's the Cayenne that helps to fund Porsche's ability to make Cayman GT4s and 911 GT3s. In Aston's case better cashflow will, amongst other things, secure the future of the mystery 'fourth sports car' Palmer alluded to in his speech to the Geneva motor show – most likely a hardcore V12 fighter to take on the Ferrari F12.

The whole plan is a mixture of pragmatism and balls using a wedge of invested cash they won't get twice. As a result, I wish Aston the very best with all this. It genuinely seems like poo-or-get-off-the-pot time for the entire company and, though the whole enterprise is knackered if the strategy doesn't work, I like to think the British are at their best when they're in a tight spot. Let's hope it works. Because I don't want to live in world where new car buyers can't get the warm, fuzzy feeling of saying: 'You know what? Let's take the Aston Martin...' ❧

✉ @sniffpetrol

Richard is **evo**'s longest-serving columnist and is the keyboard behind sniffpetrol.com

IT'S HERE - THE **BIG** ONE, THE US COAST TO COAST CHALLENGE!



Los Angeles to Miami, travelling 4000 miles
across 15 states including the entire length of Route 66!

WHAT'S INCLUDED

- Transportation of your car to & from the US or
- Rental of a new generation Ford Mustang cabriolet
- 14 nights luxury accommodation
- Helicopter flight over the Grand Canyon (£250 supplement per person)
- Champagne dinner at Chicago

- Tickets to the 100 year anniversary Indy 500
- Tour of Daytona International Speedway
- Full days in Chicago, Key West & Miami
- UK track day of your choice

£11,000 PER CAR (2 PEOPLE)

WWW.CIRCUIT-DAYS.CO.UK - 01302 743827

Champ

by DARIO FRANCHITTI



Special cars are something of a catch-22, says Dario, who sometimes struggles to draw a line between application and protection

T

THE CLOCKS HAVE SPRUNG FORWARD, the days are longer and the gritters have been packed away at long last, which means I've been getting itchy feet to start enjoying my cars again after what feels like a longer than usual winter.

I used my 991 GT3 throughout the winter when I was in the UK – way more than I thought I would – which goes against all my principles of driving special cars in less than perfect conditions. But this latest GT3 is so useable every day it makes everything else redundant, and over the winter it became my default car. I don't think there were many times when I stopped to think if I should take it; instinctively I just grabbed the keys. Even when I knew there'd be little chance of the Cup tyres negotiating the snow-covered driveway, but it was fun finding out!

But should a supercar such as the GT3 be useable and used every day? I tried it with my F40 about ten years ago. For seven days I used it for every journey I needed to take, and with a bit of planning and careful parking, yes, I could use a twin-turbocharged Ferrari with aspirations of the racetrack every day (the fact that it didn't rain in Scotland for a whole week was equally impressive!). But by the end of the week the car became normal. Okay, as normal as a car with 471bhp and turbo lag you can measure with a sundial can ever be, but by day seven my feelings started to change towards the car. The edge was taken off the experience. The anticipation diluted every time; I started to just get in and drive it. And that's not what I bought it for.

A special car needs to have that ability to make you feel special on each occasion you see it, get in it and drive it. Just going into the garage and seeing your car under a cover should make you feel excited about the next time you drive it and remind you of the last journey you took in it, too. Checking the tyre pressures should be part of the event, something you factor in to each drive rather than being a chore that slows your progress in your daily schedule. I'll admit there are no hard or fast rules to enjoying your car, but at what point is the anticipation and excitement lost?

The problem is it's not the same for every car. I previously ran an Aston Martin that I used every day, and even on the endless runs up and down the M6 it always felt special. Sure, my old E55 AMG could do the same journey with equally little effort, but in the Aston it felt like an occasion despite the monotony motorways create; it delivered an experience. Going back to the GT3, it too can run up and down a motorway all day long, but in doing so would I be getting anything more from the car than if I did the same journey in a Carrera? I don't think I would. I also think that's one of

the issues the original Honda NSX had – it was so damn useable, so capable of being your only car that it wasn't viewed as being overtly special. Its performance most certainly was special, but at the time the customers for these cars expected them to feel like nothing else they had driven or owned before.

Another factor, possibly the biggest, in how we use our cars is mileage. Both the US and UK are obsessed with a car's mileage, unlike in Germany, for instance, where they are happy to use a car as intended and don't think twice about the kilometres they are covering and the effect it will have on future values. But over here and across the Atlantic we put ourselves in a position where we pay a premium for a car because it's hardly been used. But

'By day seven my feelings started to change towards the F40. The edge was taken off the experience. The anticipation diluted every time'

the moment we do start to drive it, with every mile we travel, we're eroding away the car's value, something we paid a hefty premium for in the first place. Is it better to have an F40 that's covered 30,000 miles or one that's been driven for just 2000? For me, I'd favour the former every time; I want a car I can use with impunity, but I've still rationed every one of the 9458 miles my F40 has on the clock. My Porsche 964 Speedster is another example. It had 14,000 miles when I bought it and every time I drove it I became paranoid with every mile I added and the damage I was doing to its residuals. But eventually I just had to say, 'Sod it. I've bought this car and I'm going to drive it...' To date I have only managed to put 4000 miles under its wheels, though!

Where, then, do you stand on how you use your **evo** car? Are motorway miles a waste, or a necessary evil to carry you to the destinations you love to drive? Is every mile you cover sacred and therefore needs to be carefully planned, or do you enjoy every journey as if it's your last? I'd be fascinated to hear your thoughts, which you can post on our Facebook page (facebook.com/evomagazine) or by emailing letters@evo.co.uk ✉

✉ @dariofranchitti

Dario is a three-time Indy 500 winner and four-time IndyCar champ



THE ULTIMATE IN PERFORMANCE UPGRADES.

AT DMS AUTOMOTIVE
WE'VE BEEN UNLEASHING
AUTOMOTIVE PERFORMANCE
FOR OVER 18 YEARS.



DMS 1M (EVO MARCH '12)

"THERE'S A REAL RIP TO THE WAY THE REVS PILE ON ABOVE 4000RPM"

DMS SL65 BLACK SERIES (EVO OCTOBER '10)

"IT FEELS LIKE THE LOVE CHILD OF AN SL65 AND A PORSCHE GT2"

DMS 135i (BMW CAR MAY '09)

"THE STANDARD CAR IS GREAT BUT DMS HAVE SOMEHOW
MANAGED TO TAKE IT TO THE NEXT LEVEL"

DMS 997 TURBO 3.6 (EVO SEPTEMBER '08)

"IT'S EPIC, HILARIOUS AND ADDICTIVE IN EVERY GEAR,
YET DOCILE WHEN CRUISING"

DMS 997 TURBO 3.8 PDK (EVO JUNE '11)

"DELIVERY IS ALMOST UNCOMFORTABLY FORCEFUL"



BELOW IS A SMALL SELECTION OF OUR MORE POPULAR MODELS TO UPGRADE.
WE ARE ABLE TO UNLEASH PERFORMANCE FROM SMALL FOUR CYCLINDER DIESEL ENGINES UP TO V12 SUPERCARS:

PORSCHE

997 TURBO/S 3.8 INC PDK » 611 BHP
997 TURBO 3.6 » 625+ BHP
997 GT2 RS » 670+ BHP
996 TURBO/GT2 » 600+ BHP
997 CARRERA S PDK » 400+ BHP
997 CARRERA S » 376+ BHP
997 CARRERA PDK » 368 BHP
997 CARRERA GTS » 435 BHP
997 GT3 UP » 436 BHP
BOXSTER 3.4S » 336+ BHP
CAYMAN S » 342 BHP
CAYENNE GTS » 440 BHP
CAYENNE TURBO 4.5 » 565+ BHP
CAYENNE TURBO 4.8 » 578+ BHP
CAYENNE TURBO S 4.8 » 600+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE DIESEL » 300+ BHP
PANAMERA TURBO » 600+ BHP
PANAMERA DIESEL » 305+ BHP

MERCEDES-BENZ

'63' 5.5 Bi-TURBO ALL MODELS » 600+ BHP
'500' 4.7 Bi-TURBO ALL MODELS » 498+ BHP
SL65 BLACK » 720+ BHP (+DELIMIT)
SL65 AMG » 690 BHP (+DE-LIMIT)
'55' AMG KOMPRESSOR » 580+ BHP
C63 AMG » 530+ BHP (+DE-LIMIT)
SL63 AMG » 560+ BHP (+DE-LIMIT,
RE-MAP & LOWER ABC SUSPENSION)
CL600 Bi-TURBO » 580+ BHP
SLK55 AMG » 389 BHP (+DELIMIT)
SLK 350 » 328 BHP
220 CDI ALL MODELS » 210+ BHP
250 CDI ALL MODELS » 259+ BHP
320 CDI V6 » 274 BHP
350 CDI V6 » 312 BHP
420 /450 CDI V8 » 358 BHP

BMW

M5/M6 F10 » 620+ BHP
M5 V10 » 548+ BHP (205 MPH)
X5M / X6M » 618 BHP
1M » 411+ BHP
M3 E90/92 » 445 BHP (+DE-LIMIT)
M3 E46 » 370 BHP (+DE-LIMIT)
F10 520D » 221 BHP
F10 530D » 296 BHP
F10 535D » 358 BHP
335i/135i/X6 » 370+ BHP (+DE-LIMIT)
123D » 252 BHP
330D E90 » 296+ BHP
320D E90 » 215 BHP
730D » 290+ BHP
X5 4.0D / 740D » 370 BHP
X5 3.0D » 296 BHP
X6 X50i 4.4 » 500+ BHP
535D / 335D / X5 SD » 355+ BHP
M135i Please call for more info

EXOTIC / MISC

FERRARI CALIFORNIA » 487 BHP
FERRARI 599 » 647 BHP
FERRARI 430 » 525 BHP
GALLARDO » 546 BHP
LP560 » 600+ BHP
LP640 » 707 BHP
MURCIELAGO LP640 » 707 BHP
MASERATI GT/QPORT » 438 BHP
MASERATI GT S / MC » 479+ BHP
ALL 2014 MASERATI'S Please call for more info
AUDI RS6 4.0 T V8 Please call for more info
AUDI RS6 V10 » 680+ BHP +DE-LIMIT
AUDI R8 V1 » 592+ BHP
AUDI RS4/R8 B7 » 439 BHP + DE-LIMIT
AUDI RS3 » 420+ BHP
AUDI Q7/A8 4.2 TDi » 400+ BHP
AUDI 3.0TDi (ALL MODELS) » 300+ BHP
AUDI S3 / GOLF R » 317+ BHP
ALL 2014 RANGE ROVERS AVAILABLE
RANGE ROVER 4.4 TDV8 » 395 BHP
R ROVER SPORT 3.0D » 305 BHP
EVOQUE 2.2 DIESEL » 240 BHP
BENTLEY 4.0 T V8 » 600+ BHP
BENTLEY CGT / F-SPUR (INC 2013) » 660 BHP
GT SPEED / SUPERSPORT » 680+ BHP

FOR ALL OTHER MAKES AND MODELS,
PLEASE CALL US.

WORLDWIDE OFFICES AND
INSTALLATION: UK » IRELAND » EUROPE
USA » ASIA » AUSTRALIA » S.AFRICA

E: SALES@DMSAUTOMOTIVE.COM

f /DMSAUTOMOTIVE FOLLOW US FOR OUR LATEST NEWS!

WWW.DMSAUTOMOTIVE.COM

UK: 0845 850 1845 INT: +44 845 850 1845



Inbox

Who hasn't renewed your contract this month?



Letter of the Month

The thrill of starting

Reading Nick Trott's latest Fast Fleet report on his 1980s Porsche 911 SC (**evo** 208) put an instant smile on my face. Whilst it's not quite in the same league as the Porsche, I own an elderly, albeit fast Mk2 Mazda MX-5.

I, too, enjoy the quirks of many small issues that modern car drivers don't get to experience. I find I have to carry kitchen roll with me at all times to catch rain leaks from the door seals. In winter I sometimes have to scrape ice from the inside of my windscreen. And I pray each morning as I turn the key, but then get instant joy as the throaty engine roars into life.

They certainly keep you on your toes, older cars. But equally they love to be driven and driven hard. I'd urge anyone who can afford to invest in a classic, preferably rear-wheel-drive car to do so – simply to appreciate the sound of your engine starting every morning!

Adam Barclay



The Letter of the Month wins an Elliot Brown watch

This month's star letter writer receives an Elliot Brown Bloxworth 929-006 (pictured), worth £450. It features a gunmetal PVD stainless steel case, a black canvas strap with supple nubuck lining, and has been individually tested in water to 200m resistance.

ELLIOT BROWN®



www.elliottbrownwatches.com

To ST or not to ST?

As someone on the point of choosing their next family transporter, your recent seven-car hot hatch group test (**evo** 207) was exactly what was needed, because the revised Focus ST is my intended car of choice.

As is the case for many of your readers, a hot hatch is my toehold in the performance car world – a car that has to serve many needs but is still capable of putting a smile on my face. But, oh dear, your story wasn't happy reading. The Focus ST didn't exactly cover itself in glory, and with the steering 'corrupted by quite severe torque steer' it's no surprise that the summary was that 'the ST is good in parts ... but the dynamism shot through the Fiesta ST is absent'.

But hold on just a moment. Isn't this supposed to be an improved version of the car that you featured in Driven in October 2013 (**evo** 187), in more-powerful Mountune guise, with Nick Trott writing that 'power is transferred neatly without too much torque steer or wheelspin'? From reading last month's feature, you'd imagine that the last thing the Focus ST needed was more power and torque. I guess the group test pushes the cars to the edge in order to draw out the differences and nuances of the driving experiences, which is exactly what the **evo** team should be doing.

But it has given me serious food for thought... I may still yet go for the Focus ST, as other factors are at play, such as being a fast Ford fan, my preferences on styling, and the fact that I'm unlikely to explore the final tenth of its ability on my commute to work and during family holidays. But well done on an excellent group test – if I do go for the Focus ST, I can't say you didn't warn me...

Steve Young



Above: our recent hot hatch group test has given Steve Young food for thought

Clock wise

Reading Richard Meaden's story about his best drive (Outside Line, **evo** 206), I instantly recognised the familiar trait that distinguishes some of my best experiences behind a steering wheel, too. Not the Ferrari, sadly, nor the Dolomite mountains, and not even the incredible noise. Being late for something, on the other hand, seems to always bring the promise of a good run, regardless of the car and the type of road that awaits it.

Maybe it's the feeling of running against the clock, like in a modern day version of the Mille Miglia, or maybe it's the fact that we feel like we owe it to whoever is waiting at the other end of the trip to push a little harder than usual and shave off some of the delay, but something helps to make such drives that little bit more special. Otherwise I just can't explain why I often find myself checking my emails when I should be leaving home to get there on time.

What do you think: am I on to something here or have I just got a big punctuality issue?

Andrea Piccatto, Turin

Badge blind

Upon reading Ben Armitage's letter regarding the price of your new Renaultsport Mégane ('Fast fleece', **evomail** 208), I was surprised to discover that badge snobbery still exists amongst car enthusiasts.

If he had driven the car then he would understand that even at that price point it is a genuine bargain, as it is one of those life-affirming vehicles that proves you don't have to own a supercar to get a supercar experience.

A great car is a great car no matter what badge it wears. Those with blinkers will just miss out.

Paul Brown



Above: Meaden's tale of driving an F430 flat out rang a bell with Andrea Piccatto



revo

RAISE YOUR STANDARDS

Increase Your Power, Torque & Grin.

Revo Software is designed to both increase performance and enhance the drivability by harnessing the true potential of your engine. Installation is quick, safe and is carried out via the OBD port on your vehicle by a trained Revo dealer technician.

Get in touch to learn more.



FIND YOUR NEAREST DEALER
revotechnik.com



Talking Point

Greatest driver?

Last month, we interviewed Mattias Ekström and suggested that he could be the most talented racing driver of his era. We also asked, who do you think is the greatest driver of all time?

Mattias Ekström?

DrAshSays

Senna for me. I still remember that opening lap in the rain in his McLaren. Stunning, and I can't think of another driver that could have done it.

Paul Tyrrell

Schumacher. The Formula 1 he started winning in was very different to the one he finished winning in, yet he beat all his peers, including Prost, Mansell and Senna.

Dan

Sébastien Loeb. Next question.

Harvey Morris

Surtees (two- and four-wheel champ) or Bernd Rosemeyer (jumped into Auto Union in 1935 with no prior four-wheel experience, won the 1936 championship).

Ollie Tebbutt

Lewis Hamilton for me is the fastest guy there has ever been in F1. He's an out-and-out racer, consistently outperforming team-mates, who have been some of the best in the business. I think after his career he will be revered like Senna is.

Luca Diella

Jim Clark for his versatility, or Graham Hill because he is the only triple-crown winner. Can't decide between them.

Simon Gee

Mika Häkkinen, because he turned me into a McLaren fanboy.

Alex_

Jacky Ickx has to be up there, surely? F3, F2, F1, Can Am, LM, Touring Cars, Paris-Dakar. Few people have successfully managed such a range of wins.

Steve Norfield

Fangio.

Fat Chris

Peter Collins: he gave up his car for Fangio to win the championship. A true gentleman.

Jeremy Taylor

Stéphane Peterhansel or Luc Alphand.

Dylan Jones

Ari Vatanen has to be up there. Rapid in anything and on any surface.

McSwede

Depends how you define driver, but I would say Valentino Rossi, possibly Walter Röhrl.

Stuart Grant

Montoya. F3000 champion, Indy 500 winner, CART champion, F1 race winner, winner in NASCAR, 24 Hours of Daytona winner...

Fast Eddie

Stefan Bellof. Sadly not the finished article at the time of his death, but if you sent him out in a car, he'd either put in the lap record, or stick the thing on its roof trying.

nefarious_

James Hunt, because it's not always about winning.

Liam Jones

Join the discussion

Keep an eye on evo.co.uk or follow us on Facebook (facebook.com/evomagazine) to participate in our regular Talking Point debates.

The best comments will be published here each month

Thread of the Month

GraniteV8

Three things...

What three things would you want to keep and what three things would you like to see go during the car's evolution? For me, it's the following. **Keep:** manual gearboxes, hydraulic steering, large-capacity naturally aspirated engines. **Throw in the bin:** engine sound fakery, auto parking, non-linear throttles

Keep: sports exhausts; V8, V10 and V12s; manuals on supercars.

Bin: fake engine noise, computer-controlled handling, well setup cars that feel like a PlayStation game.

Diane Morgan

Keep: dimming rear-view mirrors, memory seats linked with key remote, naturally aspirated engines.

Bin: manual clutches, pedestrian safety, non-turnoffable traction control.

Mark BT52

Keep: manual gearboxes, halo models, increased efficiency.

Bin: driving as a right, poor visibility, user interfaces designed without a thought to the people using them.

DeskJockey

Keep: revs, steering feel, beauty in design.

Bin: inertness, lack of attention to detail, lifeless steering.

FaceFirst

Keep: hydraulic steering, automatics of

all flavours, smaller alloy wheels.

Bin: stupidly placed, badly designed and poorly executed infotainment screens/systems; fake engine noises coming out of speakers (physical ducts through a bulkhead are OK); diesels.

Who

Keep: large-capacity engines, naturally aspirated engines, manual gearboxes.

Bin: poor suspension billed as sport suspension, M/RS/AMG etc bodykits on poverty-spec cars, the trend for ever-larger wheels.

Jackleg

Keep: unassisted or hydraulic steering, the pursuit of performance through lightness, manual gearboxes.

Bin: fake engine noises, unnecessary weight, diesels.

duncs500

Keep: auto-dimming mirrors, heated seats, auto wipers.

Lose: lane warnings, tiredness warnings, ever bigger cars.

Gavin



Thread of the Month wins a Road Angel safety camera & blackspot alert device worth £159.99



The originator of the best **evo** forum thread wins a Road Angel Gem+. The Gem+ automatically updates its camera database as you drive and allows users to share the locations of 'live' camera vans.

ROAD ANGEL



DESIGNED & BUILT IN GREAT BRITAIN

MAKE EVERY JOURNEY EPIC

More than 30 years of continuous exhaust development and technical expertise are drawn upon to develop the ultimate Milltek Sport range of performance exhaust products. It's little wonder that Milltek Sport remains the 'must-have' brand for tuners around the World.

MILLTEK SPORT



Discover more at milltek sport.com

Find us online   

NEW AUDI TTS v RIVALS

STYLE

by DAN PROSSER

PHOTOGRAPHY by DEAN SMITH



& SUBSTANCE?

*Audi promises that, after years of posturing, the new TTS is a genuine sports car. **evo** assembles six disparate rivals in the junior coupe arena to verify that brave claim*



FOR A ROAD THAT promises so much, the Llanberis Pass is a tricky one to have a proper drive along. It climbs halfway up Mount Snowdon and plummets back down the other side, which must make it the single most dramatic stretch of tarmac in all of Wales. Nothing comes for free, though, and as a consequence of it running right across Snowdon, the Llanberis Pass is busy. It's never more than a luminous Gore-Tex coat and a pair of waterproof trousers short of a branch of Millets, but at its worst the road is suffocated to a crawl by cars, buses and bicycles.

It's also treacherous. Snowdon and the surrounding peaks act as an enormous geological funnel, collecting the vast quantities of rainwater that fall on Snowdonia and channelling every drop of it directly – so far as I can work out – onto the Llanberis Pass. The rivers that run across the road threaten to pitch an over-quick car into a rock face, a metal barrier or a dry stone wall, particularly on the descent. It's a stunning road, but I've never driven it hard.

Not until now, anyway. At this time of night and still out of season, the road is deserted, and with the stars shining brightly above north Wales there's not a drop of moisture on the road. We've also got ten minutes to cover the 15-minute drive to our accommodation before the kitchen closes. The consequences of Henry Catchpole not getting his steak and chips don't bear thinking about, so it's both a rare privilege and my professional responsibility to drive the pass in a manner that would be reckless at any other time.

This little Peugeot seems to be the tool for the job. It felt like the short straw on the long drive up the interminably frustrating A5, particularly with a trio of premium German tackle bobbing in and out of my rear view mile after mile. But on this road the 266bhp RCZ R feels just about perfect. It pulls itself along by its front wheels, which are linked by a locking differential, so I can use every last drop of turbocharged power to haul myself up the steep ascent. The power delivery is sharp and aggressive, the body taut and wheel movements superbly damped. The Audi TTS's bright, ice-white headlights swing from left to right behind me like an oscillating lighthouse, briefly illuminating sections of the mountain. With every traction phase Henry seems to close the gap, but he's far enough behind that I can focus on what I'm doing.

The Peugeot might seem under-equipped in this company, but it earned its place here by seeing off the entry-level TT back in *evo* 204. Given its

decidedly humble origins, it really is an enormous amount of fun and can be flung around with the abandon of a well-sorted hot hatch. The front end is strong and there's an agility to the rear axle, which makes it exciting across this tricky road. The one dynamic frustration is the steering, which never weights up in corners to give an impression of the front tyres reaching their limits.

At £32,000 it's the cheapest car of the group, but over this stretch of road I don't want to swap it for any of the others. And while Henry might be a little quicker in that Audi, I have to wonder how much raw fun he's having. After so many years of it being pretty but numb, is this the TT that finally drives as well as a sports coupe should?

WE WAKE EARLY THE NEXT MORNING

to gusting winds and lashing rain. I peer through the curtains to try and find a smudge of blue in the swirling sea of grey, but there is none. At least the Vegas Yellow Audi adds some brightness to a murky view. The distinctive silhouette of the original is still there, but for this third-generation model the styling is altogether more aggressive. In S trim it has quattro four-wheel drive and a 306bhp turbocharged four-cylinder engine. It follows a run of effective and very likeable Audi and Volkswagen performance cars, so if it can combine that more assertive styling with the sense of fun of the S1 or Golf R, it could be very special.

It'll have to prove its worth in the company of some deeply talented rivals, though, and today we've assembled all the competitors that matter. Perhaps the one that matters most is the Porsche Cayman, so I grab the keys while my colleagues are distracted by breakfast and reserve it for the 35-mile drive back over the Llanberis Pass to the *evo* Triangle. With the pass no longer our private test track and those rivers running again, our progress this morning is altogether more sedate.

We drop down the far side of the pass and potter along the A4086. Through the flowing corners I catch glimpses of the two cars ahead of me and the group behind. At a time when other genres of performance car are converging towards a common solution – super-saloons with their twin-turbo V8s; hot hatches and their four-cylinder turbo engines – the small sports coupe is a wonderfully varied sort. In mechanical terms this mid-engined, rear-wheel-drive Cayman could hardly be more different to the front-engined, four-wheel-drive TT. The Nissan 370Z Nismo places its six cylinders in a vee, while the BMW M235i uses a straight-six with a turbo. The Peugeot is front-wheel drive and the Lotus Exige V6 S uses a supercharger, while the Alfa Romeo 4C, which is due to join us around lunchtime, has a twin-clutch gearbox and a carbonfibre tub. Homogeny is no

Right: variety has spiced up the small sports coupe segment, and our test cars together exhibit an array of engineering philosophies.

Front-, rear- and all-wheel-drive setups are all in attendance, as are V6, straight-six, flat-six and inline four-cylinder engines, not to mention both turbos and superchargers







**‘I wonder if the
Cayman isn’t
just too slow for
this company...’**





Above: with a mid-mounted engine, curves to die for and a carbonfibre tub, Alfa's 4C is easily the most exotic car here. **Left:** badge snobs are guaranteed a shock with the latest iterations of RCZ and 370Z. Both cars have curried favour with **evo** staff

good thing for the enthusiast and the small coupe is worth celebrating.

We soon turn left off the A5 and onto the western leg of the Triangle. At £38,830 the TTS is almost perfectly matched on price with this Cayman 2.7, but the manner in which the Audi strides away from me between each corner is a graphic demonstration of the Porsche's shortfall in straight-line performance. I concentrate and commit a little more to each corner. The chassis feels great, but every time I get on the throttle the little 271bhp flat-six engine seems to labour rather than light up, so the TTS edges further and further up the road. Given that the Cayman was among my tips to win this test, it's surprising to step out at the lay-by that'll be our camp and wonder if it isn't just too slow for this company.

'That TT is massively quick across the ground,' says Henry with a smile as we set about cleaning the cars for photographs. Managing editor Stuart Gallagher has been getting to know the 370Z Nismo and he seems surprised. 'My expectations were quite low,' he comments, 'but it feels so natural in these conditions. The more you put into it, the more you get back.' The stiff wind has blown through the thick clouds and the sun is starting to

shine, so while the roads dry out we bag a handful of pictures.

A front-engined, rear-wheel-drive layout is such a time-honoured performance car formula that it seems odd only two of our seven cars adhere to it. Costing around £35,000 and with more than 300bhp, the M235i and 370Z are comparable on price and power output, too, although with its small rear seats the BMW has the edge in practical terms. While the photographers work along the long legs of the Triangle, I pinch the Nismo and make for the road to Denbigh. It's not as open as the Triangle and less photogenic, but the corners come much thicker and faster, so it's actually the more useful stretch for road testing. It rolls on for ten miles or so, littered with tightening-radius corners, wicked compressions and blind undulations.

I've driven more 370Zs than I care to remember – and the 350Z before it – but on each occasion I've been left a little underwhelmed. The prospect of that classic mechanical layout and lusty V6 is easy to like, but I've always found the reality difficult to love. For one thing these big Zeds are weighty brutes, and for another they rarely feel as quick as they should. The Nismo's Recaro seats are firm and heavily bolstered, so they clamp you in place like nothing else here. The steering wheel doesn't adjust for reach and that feels awkward at first, but a mile down the road you'll have forgotten about it. The 339bhp 3.7-litre V6 is hearty in its delivery, but in a world of turbocharged torque and with 1496kg to haul it doesn't slingshot the Nismo as you might hope. It also grows harsh and thrashy at the top end, so there's little joy in winding it out.

Instead, it's better to stroke the car along in third and fourth gears and enjoy a quite brilliant chassis. With such weight behind it, the Nismo hits the compressions hard, but the dampers soak up the impact in an assured and cushioned manner, so the car neither skips nor runs out of travel. It's the first hint at the quality of the suspension tuning. There's strong front-axle grip and natural, detailed steering, so the nose finds its way into a corner in a totally predictable and confidence-inspiring way. It'll also tighten its line as the corner bends back on itself, with enough body roll to help you feel the grip across the car. At the exit of third-gear corners there is just enough power to over rotate the rear tyres a little, which allows you to open the steering and drop onto the next straight in a wonderfully neutral stance. It's a huge amount of fun and for the first time I've found something to love about the 370Z.

'It's got grip in the chassis rather than relying purely on massive tyres and that makes it really progressive,' says Stuart when I get back to base. 'There's a lot of weight over the front, though, and over undulations it starts to pitch a bit.'



'I recognised quite a lot of GT-R in the way it's setup,' adds Henry. 'There's a firmness to the damping; it has that same brutality down a road. The diff still feels like it could be tighter, but the rev-match function is brilliant.'

To give me a useful back-to-back comparison, I jump straight into the BMW and head for the same stretch of road. The 321bhp turbocharged engine gives the M235i the kind of straight-line urgency you'd expect of the 370Z, and despite its forced induction there's actually more pleasure to be had from stretching its straight-six to the red line. There's less detail to the BMW's steering, but the eagerness on turn-in is comparable and the front tyres bite hard. The chassis feels very sweetly balanced and the car is compact enough that you can pick a line through a corner and fling it around a little. It's playful and willing but, bereft of the optional limited-slip differential, this particular example won't trim its line as precisely at corner exit as the Nissan. The eight-speed auto 'box fitted here is difficult to fault, but the manual engages you much more intimately with that fine engine.

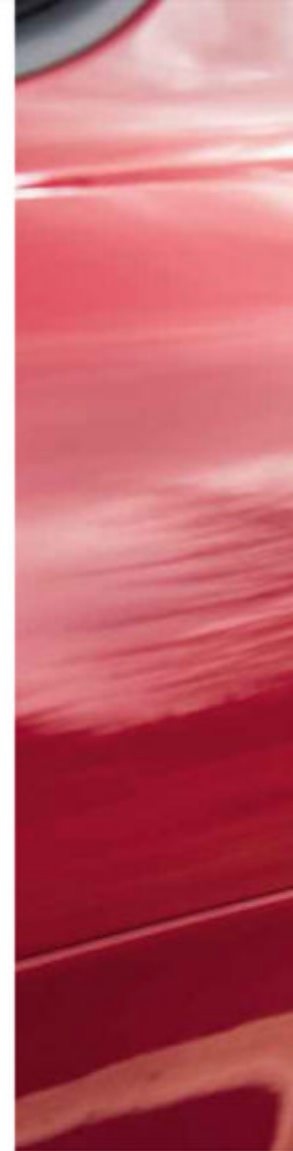
The BMW delivers one of the most enjoyable driving experiences here, but what lets the side down is a lack of body control over vertical inputs. Like the M3 and M4, it feels very loosely controlled – in fact every other car here is better keyed into the road surface when you crave that sense of solidity. The M235i never loses its grip of the tarmac over these undulations, but it does feel as though it might let go and that can be unnerving. You find yourself thinking about the shape of the road and having to make allowances for it.

'You get a nice bit of push from the front axle to let you know where you are,' reckons Henry, 'and you can move it around in corners. At eight-tenths it's a lovely thing.' That lack of body control will prove to be decisive in the final reckoning.

The Nissan and BMW neatly express the timelessness of their chosen mechanical layout – they've also reminded me of what quality there is in this sector of the market. Having delayed it for long enough, I decide it's time to have a blast in the Audi. At first acquaintance the familiar TT qualities come flooding back. The cabin is superb and the car immediately feels quick and grippy, too. This time, though, the steering is crisp and the front axle feels positive. It's alert in a way the previous versions weren't, and by trail-braking into corners it is possible to adjust the TTS's attitude, so you don't have to live with acres of terminal understeer. It's a very narrow window of adjustability, though, and at corner exit the TT just feels like a front-wheel-drive car with infinite traction, rather than one that can be balanced under power. This latest quattro system is capable of diverting all its torque to either axle, so that lack of on-throttle adjustability seems like

Above: M235i boasts straight-line performance that its rival from Stuttgart can't cope with.

Above left: GT-R genes are alive and well in the 370Z, which couples fantastic chassis dynamics with mechanical grip and pleasing V6 power





‘In the M235i you can pick a line through a corner and fling it around a little’

a missed opportunity. Through the compressions the suspension runs out of travel in either damper setting, so the car crashes to its bump-stops and skips where the Nissan would absorb and settle.

I’ll accept that this is the most enjoyable TT I’ve ever driven, but it still falls short of the competition in terms of engagement. It’s an easy car to find the limit in because it’s such a benign machine. It will carry masses of speed down a road, but there’s only ever one approach to getting it from one end of the road to the other. While the best cars here require you to use your wits to balance them in corners, to manipulate their attitudes and to extract their performance, the TT simply grips and goes with good stability and not much else. It isn’t a car that needs to be unravelled.

‘There were a couple of occasions when I was going flat-out and it felt like it was getting up on its toes,’ says Henry, ‘but you’re driving so hard to get it to do that. It’s still locked down.’ There is no doubt that Audi has made progress with this latest model, but in a class of very capable cars it still falls short of the mark.

In its vibrant red paintwork, the Lotus Exige S looks spectacular on the road. With its narrow hips and inflated arches it has the appearance of a cartoon superhero – slim waist with swollen

Right: Alfa 4C is undoubtedly the biggest head-turner of all the cars here; it's down by 69bhp on the Audi, but counters with a much lighter kerb weight

thighs and a pumped-up torso. It's a car that you pore over before you drive, as though you're preparing yourself for something special.

I sometimes wonder if the company is named after the yoga position you'll have to master just to get into its cars. Once inside, the cabin feels sparse – it's no stretch to imagine that some mainstream buyers would consider it too extreme for daily use. Naturally, the trade-off is a driving experience of such brilliance that most of the other cars here are reduced to stodgy, inexpressive lumps by comparison. The Exige feels totally settled, even on the more challenging road surfaces, and the unassisted steering, which does get quite physical with speed, floods your fingertips with detail. There is no inertia to the way it gets into corners, plus there's huge grip at all four corners and real genius in the damping.

The supercharged 345bhp V6 is also the most enjoyable engine here, with a broad torque band that effortlessly drags you onto the power curve for an eye-widening run to the limiter. 'It's got the strongest engine here by a long chalk,' Henry confirms, 'although it's also got the worst seats.'

With a list price more than £15,000 north of the TTS's, the Exige is here to play a non-competitive role. It's too expensive and single-minded to be considered for the group test victory, but it does have an important job to do nonetheless. For one thing, it has to set a dynamic benchmark to which the other cars have to aspire. We aren't expecting the TTS or M235i, for instance, to be as capable as the Exige in overall terms, but we are hoping that each would display a fraction of its immediacy of response, its sense of connection, the purity of its steering and the quality of its damping. More than once we find signs of that commonality.

For another, the Lotus gives context to a car that has confused this magazine since it featured in *evo* Car of the Year back in 2013. This is the first opportunity we've had to revisit the 4C since then and, as a mid-engined, stripped-out sports car, the Alfa Romeo has to prove its worth against the best car of its type. The 4C is an intriguing alternative to the Audi. It's very different in terms of attitude, but there won't be much difference in price by the time they leave forecourts, and for the image-conscious buyer the £45,000 Alfa surely holds even more appeal.





**‘Similarly
priced, the 4C
is an intriguing
alternative to the
Audi, yet surely
holds even more
appeal’**



Above: Alfa 4C needs to atone for wayward dynamics of the Sport-chassis versions we tried in 2013. **Far right:** new TT's interior is as appealing as ever. Barring the Alfa and the BMW, all the cars in this group test have manual gearboxes – refreshingly

It arrives soon after lunchtime and on approach looks unfeasibly wide and low. It has a presence that's normally reserved for full-scale supercars, which sets it apart entirely in this line-up. Like the Exige, it's stripped-out inside and the driving position feels purposeful, as though you're right at the sharp end with most of the car behind your shoulders. The view out of the screen is expansive and, with your legs stretched way out ahead, you seem to point your toes where you want to go.

This car is running a softer setup than the eCoty example. Without the Sport chassis option it has smaller wheels and less aggressive tyres, while the front anti-roll bar is reduced and the rear bar deleted altogether. The dampers are a little softer and the geometry is revised, too.

The exposed carbonfibre tub is the most beautiful detail of any car here, but the nasty

steering wheel is also the most disappointing. The little four-cylinder turbo engine boasts 237bhp and chunters away behind your head with assorted chirps and whistles, and when stretched out it becomes industrial and hectic. There's no aural pleasure to be had from it, but the strength of the straight line-performance it delivers is beyond doubt. What's more of a concern is the lack of throttle response. In a car where immediacy is everything, it's irritating to have to wait half-a-Mississippi at every corner exit before the surge arrives. The twin-clutch 'box is snappy on upshifts and quick on the way down for the most part, but you do occasionally find yourself having to ask for a lower gear more than once.

The 4C is busy across the road. It finds cambers and ruts that just don't trouble the other cars, not even the Lotus, so the unassisted steering tugs



‘Like the stripped-out Exige, in the 4C you’re right at the sharp end with most of the car behind your shoulders’



ALFA ROMEO 4C

Engine In-line 4-cyl, 1742cc, turbo
Power 237bhp @ 6000rpm
Torque 258lb ft @ 2200-4250rpm
Weight (dry) 895kg
Power-to-weight (dry) 269bhp/ton
0-62mph 4.5sec (claimed)
Top speed 160mph (claimed)
Basic price £45,000

evo rating: ★★★★★

AUDI TTS COUPÉ

Engine In-line 4-cyl, 1984cc, turbo
Power 306bhp @ 5800-6200rpm
Torque 280lb ft @ 1800-5700rpm
Weight 1365kg
Power-to-weight 228bhp/ton
0-62mph 4.9sec (claimed)
Top speed 155mph (limited)
Basic price £38,830

evo rating: ★★★★★

BMW M235i COUPÉ

Engine In-line 6-cyl, 2979cc, turbo
Power 321bhp @ 5800-6000rpm
Torque 332lb ft @ 1300-4500rpm
Weight 1470kg
Power-to-weight 222bhp/ton
0-62mph 4.8sec (claimed)
Top speed 155mph (limited)
Basic price £34,535

evo rating: ★★★★★

LOTUS EXIGE S

Engine V6, 3456cc, supercharged
Power 345bhp @ 7000rpm
Torque 295lb ft @ 4500rpm
Weight 1176kg
Power-to-weight 298bhp/ton
0-60mph 3.8sec (claimed)
Top speed 170mph (claimed)
Basic price £54,500

evo rating: ★★★★★

NISSAN 370Z NISMO

Engine V6, 3696cc
Power 339bhp @ 7400rpm
Torque 274lb ft @ 5200rpm
Weight 1496kg
Power-to-weight 230bhp/ton
0-62mph 5.2sec (claimed)
Top speed 155mph (limited)
Basic price £37,575

evo rating: ★★★★★

PEUGEOT RCZ R

Engine In-line 4-cyl, 1598cc, turbo
Power 266bhp @ 6000rpm
Torque 243lb ft @ 1900-5500rpm
Weight 1280kg
Power-to-weight 211bhp/ton
0-62mph 5.9sec (claimed)
Top speed 155mph (limited)
Basic price £32,000

evo rating: ★★★★★

PORSCHE CAYMAN

Engine Flat-six, 2706cc
Power 271bhp @ 7400rpm
Torque 214lb ft @ 4500-6500rpm
Weight 1330kg
Power-to-weight 207bhp/ton
0-62mph 5.7sec (claimed)
Top speed 165mph (claimed)
Basic price £39,694

evo rating: ★★★★★





this way and that. There's a responsiveness and a very real sense of rigidity in the tub, but the damping doesn't allow the car to breathe with the road surface. You find yourself tensing up to keep the car pointing straight, fighting the chunky steering to get it turned in and trying to guess if it'll oversteer or push on.

It can be an intimidating driving experience – one that Stuart has nothing repeatable to say about – but Henry reckons he's found another layer of depth. 'It's better than the last 4C I drove, but in a straight line it still moves around so much. At first, it almost feels as though something is broken on the front axle,' he says, 'but you have to relax. You can't bully it like you can the TTS because you'll have a battle on your hands. Seve Ballesteros said you have to putt like you're holding a budgie – it's the same in the 4C. You have to hold the wheel really lightly and let it work with the road. Then you'll start to enjoy it.'

With the sun setting over Snowdon to the west, bathing its snowy peak in a warm glow, I slot myself back into the Cayman to try and figure out what I've been doing wrong. In transient weather conditions the electrically assisted steering is frustratingly numb, but when the conditions are stable you very quickly work out the grip levels. Through compressions it behaves like the Exige – dampers soaking up the input expertly without rocking the body. In fact, it feels very much like a bigger, more grown-up Exige in the way it flows down a road with precision, immediacy and control. For combining that dynamic ability with the refinement and comfort of the Audi and BMW, the Cayman is a uniquely talented machine.

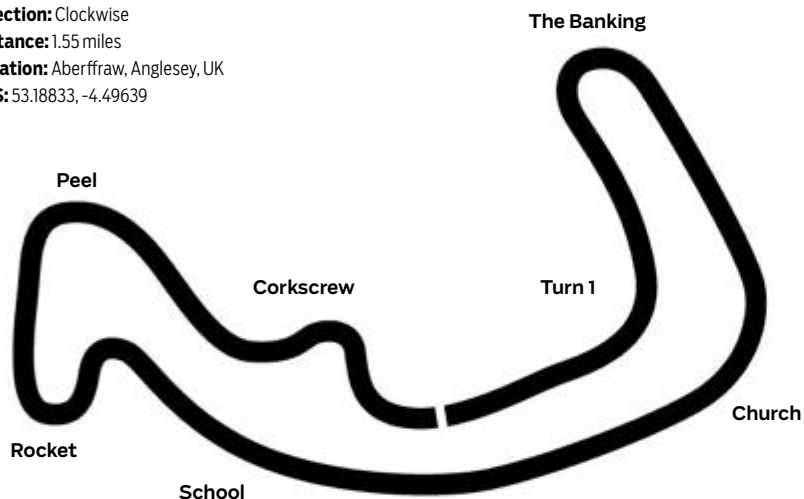
Its straight-line performance issue isn't one of too little power, but one of overly long gearing. With second gear running to 70mph and third to more than 100mph, you simply have to recalibrate. Driven like the turbocharged cars in this group the Cayman does feel slow, there's no doubt. But work the gearbox, get down to second gear, wind the engine out and you will find all the performance you need to keep pace. I suppose the salient point is that the effort is met with an equal reward.

'You can enjoy the chassis regardless of the gearing,' reckons Henry. 'Overall it is such a lovely thing.' In simple terms, the Cayman would be an even more enjoyable car if the ratios were tighter. And had the BMW's chassis been better controlled over vertical inputs, or the Nissan not felt quite so dated and its engine quite so harsh, those ratios might have been enough to cost the Porsche its victory. Over dinner that evening we agree that the Cayman is the most complete here, though, and we predict that the Lotus will show everything else the way around Anglesey Circuit tomorrow...

by RICHARD MEADEN

ON TRACK: ANGLESEY COASTAL

Direction: Clockwise
Distance: 1.55 miles
Location: Aberffraw, Anglesey, UK
GPS: 53.18833, -4.49639



OUR ASSEMBLED SEPTET might fall under the broad umbrella of 'coupes', but with in-line four, flat-six, straight-six and V6 engines, front- and mid-mounted, employing turbos, superchargers or natural aspiration, not to mention front-, rear- and four-wheel drive controlled via manual, torque converter auto and automated sequential manual transmissions, the mechanics of this group is nothing if not diverse.

The RCZ R's turbo 1.6 is the smallest engine of the group (though it's 29bhp up on the Alfa), but we shouldn't under-estimate the 266bhp Peugeot's ability. The first model to herald the firm's revival of fortunes as a maker of desirable, capable drivers' cars, this pretty coupe combines catwalk looks with the breathed-on innards of the Mini GP. As you'd expect, it's a quick, keen



machine. The engine disguises its lack of cubic capacity with a decent spread of torque and sharp throttle response. Handling-wise it's more neutral on track than on road, largely because you are always working at or just over the limit of front-end grip. Actually, I thought it would be more of a handful through the quick right onto the straight and the cresting right at Peel, but instead of lift-off oversteer, the RCZ R remains resolutely neutral. Attempt to turn as you're braking hard and it'll struggle to hold its line, and you need to be mindful of the traction limitations of front-wheel drive, but drive with empathy rather than abandon and it'll cut a tidy, if not an especially exciting, lap.

This third-generation TT marks a departure, for according to Audi, this is a sports car – something with dynamic substance to go with the style statement. First impressions are encouraging. There's an energy and alertness to the TT's

responses – a precision to its steering and a sense of agility that's not been present in previous iterations. The engine is gutsy, with plenty of torque yet an appetite for revs, and like the RCZ the gearing is well judged. The synthesised engine note is a bit irksome, though. Whatever, you can rapidly build confidence and, in turn, a clean, committed lap. There's tons of traction and good stability on the brakes. It's actually pretty neutral until you really dig for that grip and turn-in, at which point the TTS's promise fades a little, mild but persistent understeer souring what was a sweetly neutral balance at eight-tenths. The time, however, is to prove impressive.

Judged on paddock presence alone the 370Z Nismo is right up there. Squat and muscular, with bulging bodywork and generous amounts of rubber, it looks every inch the trackday warrior. The 3.7-litre V6 should be a highlight, but it's

Above: gorgeous, undulating Anglesey Circuit has more than enough technical nuance to test our wildly differing collection of cars to their limits

actually rather unpleasant to work at high revs. It's coarse and a bit breathless, and you always feel more inclined to short-shift – it never truly feels the full 339bhp ticket. The gearshift is sweet enough, though, and the throttle blipper works extremely well if you choose to rely on it. The balance is neutral to understeery through the faster corners, but you can bring the tail into play through slow- and medium-speed turns, although it could do with a more aggressive limited-slip diff, as the inside rear is too keen to spin. While there's something inherently pleasing about a front-engined, rear-drive car, the Z doesn't have the fluency or poise you'd hope on track. Like the engine, it promises much, but ultimately feels flat.

The M235i's plain wrapper is quite a contrast to the Nismo Z, but we know the turbocharged straight-six is a punchy motor, especially when combined with the eight-speed paddleshift auto 'box. It certainly sounds the part, the sharp, revvy zing intensified by the speed and frequency of the gearshifts. If anything it's all a bit too busy, with the intermediate gears too closely stacked to let you settle and simply hold a gear. There are times – under very hard braking from high speeds – when it won't give you downshifts. This can make things a bit scruffy and, ultimately, frustrating.

Handling-wise the M235i is closer to mainstream than motorsport. That's to say consistently benign but a bit soft-edged. It's lighter on its feet than the more leaden Z, but it only tends to do rear-drive things in the tighter corners, and then in a rather messy fashion. A technical issue curtails our session a few laps shy of its intended length, but by this time we are chipping away at the final few tenths rather than making big gains, so the lap time feels representative if not absolutely definitive. Of arguably more significance is the fact the M235i is never as much fun as we'd hoped or expected.

And so to the Alfa. It's hard to know where to begin with this car, such is the gulf between the dream-like quality of a pretty, mid-engined carbon chassis'd Italian sports car and the cold bucket of water this unhappy machine throws over you when you get in it and drive. The engine and transmission are a rotten combination on track. Sluggardly gearshifts and turgid throttle response are not a happy pairing, which combined with poor positioning of the shift paddles makes the 4C's primary points of contact as awkward as a Mason's handshake. This car does without the Sport chassis option, which means it puts less rubber on the track. It looks a bit malnourished, but the upside of this is a car that's much more willing to express itself. Unfortunately it can and will do so excessively at either end. It never wants to settle, so you're constantly trying to contain understeer or catch oversteer, sometimes in the

Above right: M235i's paddleshift auto 'box provides tightly packed ratios. **Right:** 4C is undone by its instability. And its unresponsive engine and gearbox. **Far right:** TT is really an understeerer at the limit – behaviour like this takes some provocation



space of one corner. It even gets loose through the fast right-hand kink approaching Rocket, which is hairy to say the least. This car should be so good, but every time I drive it my disappointment grows.

No greater contrast can there be than stepping from the 4C to the Cayman. Lest we forget, this is the boggo-spec car – relatively modest power, manual transmission and cast-iron brakes. Nothing super-trick or track-focused, yet the way this car puts a lap together is inspirational. The balance is sensational – neutral enough to allow your confidence to build with every lap, but with just enough oversteer to challenge you as a driver. Not in terms of outright slip angle, but in how much you're prepared to let the Cayman flow without intervention.

Get it right and you dance it round the lap, flowing from entry through apex to exit with an addictive economy of finely judged inputs. This isn't a lap time built on raw power and maximum speeds, rather it's one delivered by maintaining momentum. Where you need the poise and balance to roll into a quick corner with the smallest of confidence lifts, rather than a dab of brakes – like at Church, for instance – the Cayman excels. That it stops beautifully and tucks its nose into any apex you point it at, even the ultra-tight

'Of all the cars here, you'd have bet your shirt on the Exige'



Rocket, only adds to the precision and pleasure that defines going for a lap time. It's a class act.

Of all the cars in the test you'd have bet your shirt on the Exige romping it on track. That it doesn't is more down to circumstance than any dynamic deficiency, not least the fact we were forced to borrow the car from a very kind reader (thank you, Simon Ford).

With fresher rear tyres than fronts, the Exige's normally neutral balance was nudged towards understeer, which ultimately hampered its pace through the faster corners. Nevertheless, some truths remain, the main one being a narrower operating window in which you feel you've nailed the sweet-spot. This car requires more commitment and punishes mistakes more readily, so you need to be on your mettle to work at its limits. In this respect it's the truest driver's car here. It's also the most physical, exciting car here by quite some margin. With fresh rubber all round – and therefore a better balance – we'd expect it to find more than enough time to put the surprisingly swift Porsche in its place.

Ultimately we don't need a VBOX to tell us that, of the seven cars present, only the Exige and Cayman can genuinely be described as fun to drive on track. ✕

LAP TIMES

PORSCHE CAYMAN	1:18.9
LOTUS EXIGE S	1:19.1
AUDI TT COUPÉ	1:19.9
NISSAN 370Z NISMO	1:20.5
ALFA ROMEO 4C	1:20.7
BMW M235i COUPÉ	1:21.3
PEUGEOT RCZ R	1:22.0

VBOX
LapTimer



by RICHARD MEADEN

PHOTOGRAPHY by ASTON PARROTT

RACE RELATION

*Audi's new TTS also forms the basis of a new race car for a one-make championship that could uncover the next Allan McNish. **evo** drives the 2015 TT Cup*



FROM CATERHAMS TO Carrera Cup, Mini Challenge to Maserati Trofeo, one-make racing is the backbone of modern motorsport. Identical machinery, big grids and drivers hungry for success are a sure-fire recipe for exciting racing and the perfect showcase for the brightest talent. It's also marketing gold for manufacturers, as there's no chance of losing to a rival brand.

This year Audi Sport enters the one-make fray with the TT Cup. As support race for the DTM, the TT Cup is highly appealing because it places young racers in the bosom of the Audi

Sport family and puts them in front of some of motor racing's biggest hitters. With a dozen races across six race weekends there's plenty of seat time for the drivers, and with all the cars maintained and setup centrally by Audi Sport, parity between machinery is assured.

Unsurprisingly, this new series has attracted plenty of drivers. All of them young. Indeed, no fewer than 165 applied, with just 18 being selected – the oldest 25, the youngest 17. Six VIP guest drivers will be added to the mix per weekend. In the first pre-season test, all 18 regular drivers were covered by just 1.5sec, so the racing is going to be furious. No wonder, with a supported Audi

Sport GT3 drive as the champion's prize.

The TT Cup car can't hope to compete with the power and presence of its RS5 DTM, R8 LMS and R18 e-tron stablemates, but it shares their thoroughness and quality. Having successfully completed a four-day, 5200km endurance test, it should also share their bulletproof reliability. A full season costs 118,800 euros (c£87,000) and includes pre-season race camp and team-wear, but you pay for accident damage. Given the quality of the car, the prestige of Audi Sport and the standard of race weekends, that's great value in modern motorsport terms.

The TT Cup racers start life as a bodyshell



plucked from the road-car production line. As the shell is made from a mix of alloy and steel, traditional seam welding isn't possible, so instead Audi Sport applies additional adhesive and bolts, plus welding where possible, to strengthen the structure. Once prepped, the bodyshell returns to the line for priming and painting. The wide-body aero kit was done by Audi's in-house stylists and looks spot-on, with just enough form to go with the brutal function. A grid-full of these should look rather fine.

One look inside the TT Cup shows that much of the top-level equipment and thinking has filtered down from Audi Sport's superior

programmes. The cage (made from 30 metres of tubing per car!), PS1 seat taken from the R8 LMS, fire extinguisher system borrowed from the R18 e-tron and FIA-homologated fuel cell are all built to satisfy the highest standards. This car feels as solid as a bank vault.

To keep costs down and reliability up, much of the powertrain remains standard. The engine is the TFSI four-cylinder turbo from the TTS. Power is the regular 306bhp, but with the added fun of a push-to-pass overboost function, which adds 29bhp and gives drivers a preloaded number of shots to use at their discretion during the race. A blue light tells rivals (and

spectators) when the overboost is active and a digital display on the rear window shows how many shots are left. There will be a maximum of 19 shots available during each 30-minute race, and Audi Sport will set the length of overboost, the minimum time between shots and the number of pushes available for each track. As one-make racing is always frenetic, this will add to the drivers' workload and make the racing even more fierce.

Like the engine, the S-tronic DSG transmission is road-car hardware, the only change being the gear ratios – the first three are taller than in the TTS, the rest more closely

Right: TT Cup car is based around a production bodysell and drivetrain to help keep costs down, but that doesn't stop it feeling like a true race car. **Below:** Meaden straps in for his turn



stacked. All are plundered from the VW Group parts bin, so no special racing components are required. Suspension is basically the TTS's MacPherson strut front end and multi-link rear, but with racing springs and dampers, plus uniball joints and some camber and toe adjustment. The brakes are 380mm discs with six-pot calipers at the front, 272mm and two-pots at the rear. There's also brake bias adjustment, along with ABS and traction control, with three maps for the latter, and the front diff (the TT Cup is front-wheel drive) is the same Haldex unit found on the Golf R.

Once strapped in, there are toggle switches to flick for fuel and ignition, after which you simply press a small button on the wheel to get the engine running. All that's left is to dab the brake pedal, pull back on the stubby right-hand paddle and pull away down the pitlane. It's a noisy brute, the main culprit being the centre-exit exhaust, which emits a hard, turbocharged blare with the odd rifle-shot report on shifts.

Weighing 1125kg, the TT Cup feels genuinely rapid through the first three gears. There's a slight torquey tug from the steering wheel, but none of the wrist-wrenching you'd expect from a slick-shod 300+ bhp front-drive racer. Audi Sport reckons it's 8-10sec off the pace of an R8 LMS around Spain's Motorland Aragón circuit, so rapid but not dauntingly so, which is as it should be in a car aimed at young career racers.

Thankfully the Hankook slicks had been toasting in warmers prior to my laps today at ParcMotor Castellolí near Barcelona, so there's tons of grip to lean on. It's like a mini Touring Car in here, with the seat moved inwards for

AUDI SPORT TT CUP

Engine In-line 4-cyl, 1984cc, turbo
Power 306bhp @ n/a (335bhp for push-to-pass)
Torque 295lb ft @ 1600-4300rpm
Weight 1125kg
Power-to-weight 276bhp/ton
0-62mph 4.5sec (est)
Top speed 160mph (est)
Basic price €118,800

evo rating: ★★★★★

safety and some way back. Exhaust noise aside, it's all rather civilised, with no gnashing dog 'box to send your ears and eyeballs resonating. There are some satisfying whooshes and snorts from the engine, and power and torque delivery is beautifully smooth.

The DSG 'box won't let you downshift too soon, but it will let you hit the limiter, so you have to time upshifts to perfection or lose precious momentum with even a momentary *ba-babba-ba* stammer. It would be nice to have a slightly sharper feel to the shifts as they do seem a bit polite for a racer, but the transmission works impressively well in a racing application.

The brakes are mighty, and you have to be brutal or totally over-ambitious to trigger the ABS. With no clutch pedal it seems appropriate to left-foot brake – something I don't normally do, but which soon feels surprisingly natural. Traction is strong out of the tighter corners, so the trick is to carry as much speed as possible into the heart of the corner, then transition from braking to power without delay. It takes

concentration to get right, and feels fantastic when you do so. The aero kit, meanwhile, does generate some positive downforce. Not so much that you feel overwhelmed by the amount of commitment required, but enough to sense the slicks being helped by some unseen hand through the fast fourth- and fifth-gear corners. Finding the absolute limit still requires feel and finesse, and a preparedness to ride out a bit of a floaty phase as you turn in, but this is where the best drivers will find their advantage and those precious tenths of a second.

I'm embarrassed to admit that it's not until my last lap that I remember the push-to-pass. Pressing the little yellow button doesn't deliver a KITT-style explosion of acceleration, but you do feel the TT pull through the gears with more enthusiasm. According to Audi Sport, the idea isn't to give drivers a free overtake in the manner of F1's KERS/DRS combo, rather it gives a following driver the opportunity to get alongside into the braking area. The rest is up to them. Which is why I'm buying shares in Audi Sport's parts division...

So, the TT Cup is a fantastically well-built car that's great fun. Addictive too, as you soon get to grips with it. Indeed, if there's a criticism it's that the car is perhaps too easy to drive. Of course, the flipside is guaranteed close racing. Drivers will have to be absolutely on – but not over – the limit if they want to be quick, with intelligent racecraft and strategic use of those overboost shots likely to separate the thinkers from the eyes-tight-shut-and-go-like-stinkers. The first race, at Hockenheim in May, should be a riot. ☒



Above, middle: laser element of the headlights helps drivers see further into the distance at night – invaluable at race speeds. **Below:** bodywork has been resculpted to increase downforce without introducing excessive drag



Audi R18 e-tron quattro: the evolution of a winner

by HUNTER SKIPWORTH

AUDI'S EVOLUTIONARY APPROACH to its endurance racing cars continues with the latest iteration of the R18 e-tron quattro. Rather than opting for something altogether new, the company has instead chosen to focus on the shortcomings of last year's winner at the Circuit de la Sarthe.

Aero was clearly the buzzword at Audi Sport when it set about planning its hopes for endurance racing in 2015. From front to back, the R18 features significantly revised bodywork, all of it designed to reduce drag without compromising downforce.

The most obvious changes relate to the front end, which now has large vents above the front wheels. These are intended to not only increase brake cooling, but also to manage 'dirty'

air generated by the rotating wheels. The front wing has also been altered significantly and the headlight design changed to fit around the revised aero setup. The new aerodynamic strategy continues through to the sidepods and the rear end of the R18, which now has a tighter and more streamlined bodywork package.

A lot of this emphasis on aerodynamics comes from the fact that Toyota's 2014 car, the TS040 Hybrid, proved to be so quick. Audi may have won last year's Le Mans thanks to reliability, but top speed and race pace were not the 2014 R18's strong points.

As such, the decision has also been made to shift the car up to the four-megajoule class of hybrid drive. By doubling the amount of energy available per lap, Audi has had to strengthen the flywheel storage system for the R18. Seven-hundred kilojoules of energy now sit just to the left-hand side of the driver, encased in a small carbonfibre box.

Shifting up an energy class means taking a 2.5 per cent fuel usage penalty per lap, and Audi has had to rework the 4-litre V6 TDI engine used in the race car. Now producing 550bhp, it is the most efficient powerplant on the grid. Total output for the 2015 R18 sits at 831bhp, which combined with a weight of just 870kg gives an idea of the kind of performance that's going to be on offer. The car's power-to-weight ratio is nearly 1000bhp per ton.

The headlights, which have become

a signature feature of Audi's LMP1 cars, once again combine lasers and matrix LED tech. The latter allows the R18 to intelligently illuminate corners, depending on the car's position on the track, before the driver even turns in.

Beneath the R18's carbonfibre skin is double-wishbone suspension featuring a pullrod system at the back and a pushrod setup at the front. A new FRIC ('front and rear interconnected suspension') system can now be installed, depending on the track. Intended to keep the car flat during cornering, it should prove beneficial at some races in the WEC calendar, but can be disconnected when it doesn't.

But will all this be enough? The R18 is already a proven race car, claiming an undefeated record at the 24 Hours of Le Mans and helping contribute to two WEC title wins for Audi Sport Team Joest, in 2012 and 2013.

Despite the performance upgrades, an if-it-ain't-broke approach could prove to be Audi's undoing this time around. Porsche proved hugely strong in 2014 at Le Mans, and Toyota equally so. Nissan remains an unknown, with its unusual front-wheel-drive 1233bhp GT-R LM Nismo leaving virtually everyone stumped as to how it will perform.

Ultimately, though, endurance racing is all about reliability and consistency, and with Audi having already completed a full race distance in the new R18 e-tron quattro, its latest racer is looking like a reasonably safe bet. **X**



CAFÉ RACERS

by COLIN GOODWIN

PHOTOGRAPHY by ASTON PARROTT

Maranello, Sant'Agata... er, Woking. Colin Goodwin explains why the Surrey town – and a nearby café – have earned their places on the supercar map.

Breakfast From 7:30am
± Fresh Daily Lunches
± Fresh Coffee
± Delicious Cakes
Take - Away Available
Tel: 01932 877 667





‘Much of the wonderful atmosphere at Ferrari has been dynamited by commercialism’

TONIGHT PAUL WELLER plays the Albert Hall. Like me, Weller was born and bred in Woking. Don't know what the Modster thought of growing up in the town, but I thought it was a pretty dire place. A complete lack of urban planning, hardly any nightlife, famous for having the first crematorium in the UK and the first purpose-built mosque. HG Wells' Martians famously landed on Horsell Common in Woking: 'Where the hell are we? Who's got the map? I hope the rest of the planet's better than this.'

Paul Weller and The Jam gave a whiff of much-needed cool to Woking. In 1995 Weller released his third solo album, *Stanley Road*, named after the road he grew up on. My mum now lives just behind what used to be the row of houses in which Weller's childhood home stood.

But Woking did have an attraction for a shorts-wearing young Goodwin: motor racing. Today it is Milton Keynes and Oxfordshire that are known as the home of the British motorsport industry, but in the 1960s and '70s, when I was growing up, it was Surrey. And a large amount of it was within a cycle ride or even a walk from my home (that is, at the posh end of Woking, where the stockbrokers lived; at the opposite end of town to Weller's edgier Sheerwater estate).

You may remember that ten or so years ago, then *evo* staff snapper Andy Morgan and I went to Italy to make a tour of all the supercar and sports car places of interest in the Modena area (*evo* 056). The old De Tomaso factory, Lamborghini's vast Sant'Agata works and museum, and of course Ferrari at Maranello. We visited the famous Cavallino restaurant and the Ristorante Montana next to the Fiorano circuit. It is an amazing area, but unfortunately much of the wonderful atmosphere surrounding Ferrari has been dynamited by an onslaught of commercialism that has turned the place into a Ferrari theme park.

A visit to the area will still not disappoint you, but I'd like to take you on a similar tour of Woking. Woking, as the world now knows, is home to McLaren. Born and bred here, Ron Dennis has done even more than The Jam to give this commuter town some credibility and coolness. So please join me for a cultural tour of Woking for the petrolhead and motor racing enthusiast. We have with us current *evo* staff photographer Aston Parrott, who is going to have to spend a day with a nostalgic 52-year-old dabbing tears from his eyes as memories of his childhood come flooding back. We could do a large chunk of this tour on foot, but first we'll take a short, ten-minute drive to the outlying village of Ockham.

HERE, IN AMONG TREES, IS A SMALL industrial unit that is home to Club Green Ltd,

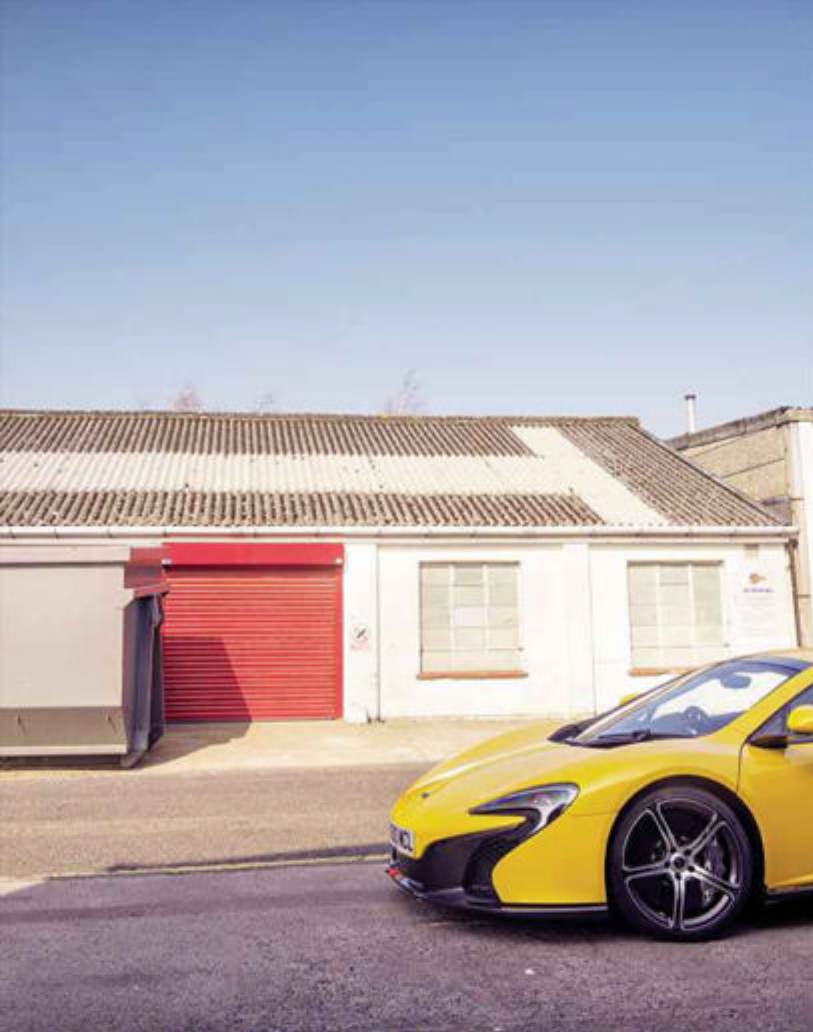
Britain's largest supplier of sugared almonds. To you and me, it is the home of the Tyrrell Racing Organisation. In 1986 I was working as a motorcycle courier in Guildford and Tyrrell was one of our customers. I was a regular visitor, and used to sniff around looking at the F1 cars being assembled while hoping to bump into Martin Brundle, who drove for the team that year. Young Parrott, who has only seen today's vast F1 team complexes, can't believe that a Formula 1 team was once based in this small works; a team that won two drivers' championships. He's agog when I point out the old wooden shed in which it all started in the late 1950s. We meet Pino Aina and Agostino Cipullo, owners of Club Green, who show us an old photograph from the early 20th century of the Tyrrell family in the timber yard that they owned on the site, with, we think, Ken Tyrrell's father and grandfather in the shot.

From Ockham it's another short drive to Old Woking (the newer town sprung up around the railway when it arrived in the 1830s). But en route Parrott and I briefly stop off in Send (which was once on the old A3), where there's a large office complex next to a Shell petrol station. All the original buildings have now gone, but on this site used to be Connaught Engineering. There's a plaque on one of the buildings commemorating Tony Brooks' win in a Connaught in 1955, which was the first Grand Prix victory by a British driver in a British car since 1923.

It is now a hand car wash and the offices of a local taxi company, but the small works in Manor Way, Old Woking, used to be the home of Gomm Metal Developments. Set up by Maurice Gomm in 1950, the fabrication shop built the first Tyrrell tubs, the shells for the works rally Escorts, oil tanks and other components for GT40s and an endless list of other projects, including lots of work for Byfleet-based Alan Mann racing.

Manor Way was an easy cycle ride for me and it was always worth the pedal. Not only was there interesting stuff to be seen at Gomm's itself in the '70s, but Graham Hill's Embassy Hill F1 team was based there for a while because Gomm built the first Hill F1 car from bits of a Shadow DN1. Len Bailey, who played a huge part in the development of the GT40, was by now freelance and worked his magic from an office above Gomm's workshop, where he designed, among many other cars, Ford's stillborn GT70 rally car.

From Old Woking we head into town to Poole Road. This rundown street, overshadowed by a Morrisons supermarket, contains an extremely important building. On trips into town as a teenager, I always cycled past in the hope of seeing some sexy machinery being loaded into a truck. Parrott is looking doubtful. Today the white brick building is a storeroom for CMS Downs carpets and beds and has a large skip overflowing with



Above: Goodwin (left) studies a photo of the Tyrrell family from a bygone age. **Left:** Keke Rosberg's Theodore Racing TR1 Formula 1 car was built behind this red roller-shutter



door on Poole Road. **Below left:** a rusty lock on the old Tyrrell premises in Ockham; the F1 outfit won two drivers' world championships in the early 1970s. **Bottom**

right: times change: the old home of Gomm Metal Developments, which had a hand in Tyrrell's F1 cars, works Ford Escort rally cars and the historic GT40, is now a hand car wash





‘We’re about to emerge from the 1970s and into the exotic world of modern McLaren’

rubbish on the pavement in front. In the late 1970s it was home to Theodore Racing, a team set up by Hong Kong property tycoon Teddy Yip. Theodore had ex-Brabham designer Ron Tauranac design a classic DFV/Hewland F1 car called the TR1 that was driven by, among others, Keke Rosberg.

But there’s even more history to this ramshackle premises. Before Theodore took residence, it was home to Project Four Racing, a successful F2 and F3 team run by a Woking boy called Ron Dennis. In 1978 Project Four had a massive break when BMW’s competitions boss Jochen Neerpasch asked Dennis if he could build 20 racing M1s for the Procar Championship (an amazing F1 support series in which top F1, touring and sportscar drivers raced against each other in the identical M1s. Niki Lauda won the inaugural season). Project Four was meant to build half the cars and Lamborghini the other half, but surprisingly the Italians only managed to finish one, so Ron was asked to do the rest. It was such a good earner that it put Dennis onto the road to F1.

Now, there could be readers in far flung parts who, while warming to the idea of a pilgrimage to Woking, are baulking at booking a flight to see a carpet storeroom and a sugared almond factory. Well stand by, because we’re about to emerge from the 1970s and into 2015 – and the exotic world that is modern-day McLaren.

First to Sheerwater, and literally a few minutes from Weller’s old home. Bruce McLaren first set up McLaren Racing in New Malden and then moved to premises in Colnbrook near Heathrow, where it remained after his death in 1970 until the beginning of 1981, when the team relocated to Boundary Road, Woking. Like Tyrrell’s, the building was extremely small for an F1 team. I remember seeing transporters in their Marlboro colours wedged down the side of the building.

From Boundary Road, McLaren moved barely half a mile to a new industrial estate on Albert Drive, Sheerwater. This is where the GT team operates from today, and equally exciting, where the vast collection of historic McLaren F1 cars are kept. There’s a security barrier out front, but you will not struggle to think of a way through. Dotted about everywhere are 650S GT3s, road cars and

Above: McLaren called a number of premises ‘home’ before settling at the McLaren Technology Centre in 2004; the white building seen here was its Boundary Road base in 1981. **Right:** there’s never

any shortage of racing cars, including McLaren’s GT3 creations, at the firm’s GT headquarters on Albert Drive. **Bottom right:** a partly built V8 engine waits to find a new home in a 650S race car



OLD
SCHOOL CAFE



PONTE
VECCHIO



McLAREN
RACING



McLAREN
GT



THEODORE
RACING



GOMM METAL
DEVELOPMENTS



CONNAUGHT
ENGINEERING



TYRRELL
RACING



WOKING



Left: Old School Cafe is a base for McLaren's test drivers (and hungry car journalists heading back from Longcross test facility, formerly the Military Vehicles and Engineering Establishment test track); camouflaged McLaren prototypes are far from a rare sight...



racing ephemera, and nobody seems to mind if you have a good look around. Although the place is pretty big, it's hard to believe that McLaren ran a Formula 1 team from here *and* designed and built the F1 road car.

We have not covered the important subject of sustenance. In West Byfleet, a small town midway between Woking and Brooklands (the latter of which was the wellhead from which all this local motorsport industry sprung pre- and post-war) is the Ponte Vecchio restaurant. 'This is where we would regularly go for lunch,' says Gordon Murray. 'If we had drivers over we'd probably take them to Frascati in Chobham [which no longer exists], but throughout my time at McLaren, including when we were doing the F1 road car, Ponte Vecchio was our works canteen.'

Thirty-five years ago a 17-year-old Goodwin was a truck driver's mate at a timber yard in Woking. His day would normally start with a fry-up at the Old School Cafe in Chobham, just down the road from the old Military Vehicles and Engineering Establishment test track. In 1959 the Mini was launched at this site, but from the 1980s it has been used for testing cars by magazines and various manufacturers, including McLaren. I still occasionally go to the Old School Cafe and sit there thinking about that teenager who would never have imagined that one day he'd be back there with an exotic car parked out front. Today another Goodwin is a regular diner at the cafe: McLaren's chief test driver, Chris Goodwin.

The Old School Cafe is an excellent stop for those wanting to catch sight of a disguised prototype McLaren. 'One of our favourite roads for testing is a triangular route across Chobham Common,' says Chris. 'The road surface is not brilliant and is very varied, so it's perfect for judging high-frequency, low-amplitude ride quality.' Goodwin runs a team of two regular test drivers but there is a constant stream of test cars leaving the McLaren Technical Centre for various tasks. 'At any time we'll have around 20 cars in our yard. You'll see an engineer taking one out to test an aerial for the audio system or some other detail. The layman wouldn't believe the amount of testing that we carry out.'

The cafe hasn't changed much in 35 years. It's bigger than it used to be but the full English is as good as ever. The menu is somewhat different to that offered at the Cavallino in Maranello and the walls aren't covered in memorabilia, but if you're lucky you'll see a disguised supercar turn up and its driver emerge for sausage, egg and chips. Supercar testing, British style. ☒

'There is a constant stream of test cars leaving the McLaren factory'





WHY WAIT?

YOU'VE SPENT A LONG TIME FINDING THE RIGHT CAR.
LET PRESTIGE FINANCE HELP YOU BUY IT

- Personal service tailored to your individual needs •
- Finance available for performance, classic, race and vintage cars
- Competitive rates and flexible financing options •
- Decisions made within 24 hours

If you are considering buying any performance, prestige or collectors' car,
then please contact us for a confidential discussion on finance options

+44(0)845 0701324 • INFO@PRESTIGECARFINANCE.COM
WWW.PRESTIGECARFINANCE.COM

*The wonderful Caterham Seven now comes in three new guises of increasing power and focus. Focus isn't always a natural match for fun, however, so taking into account endless permutations in spec, **evo** sets out to find out what makes the perfect Seven. And then we're going to build it*

by JETHRO BOVINGDON

PHOTOGRAPHY by ASTON PARROTT



DECISION TIME



T

TORQUE VECTORING, TORQUE-FILL, HYBRID FOUR-WHEEL-drive systems, e-diffs, variable-vane turbochargers, brake-steer, stability control, dynamic steering... These are the technologies that manufacturers tell us we need and we lap it up. We're told they make a car more instantaneous in its responses, more intuitive, more fun. And very often reviews regurgitate the press material, pretend that the benefits of these systems are obvious and tangible (often they're not) and we're all content that the performance car's evolution is right on track. Hurrah!

It takes all of about 30 seconds in a Caterham Seven to realise that for response, accuracy, immersion and just sheer joyous fun you need precisely none of these things. The Seven couldn't be simpler and relies on nothing but the driver's skill. It can, of course, make you feel clumsy at times, but it also rewards technique like nothing else, and with no electronic filters between you and the road it is almost as organic as is possible. Now, I'm not blind to the thrills of a 458 Speciale (which I adore) or a GT-R (ditto), but nothing puts you at the heart of the driving experience quite as fully as this little aluminium box on tiny wheels.

It's for this reason that **evo**, now more than ever, needs a Caterham Seven knocking around the place. It's the ultimate anti-bullshit car, the ultimate representation of simplicity and a great reference point when new cars with all sorts of 'Drift Modes' or strange variable rack steering systems pass through the office claiming to offer unrivalled dynamic excitement. So we're getting one. And soon. By the time spring has truly sprung we should have a Caterham to use on trackdays, maybe an adventure to Spa or the Ring, and to enjoy on the road every single day. It'll also serve as a great education for our newer members of staff. There's no better place to learn how to drive properly than behind the wheel of a Caterham.





The next question is which to choose from Caterham's new core range, comprising the 1.6-litre Sigma-engined '270' and the 2-litre Duratec-engined '360' and '420' models. And which option boxes we should tick, too? To help us on our quest to spec the very best Caterham possible, we're at sunny Llandow Circuit in south Wales and we've got all day to drive, mix and match options and generally whet the appetite before ordering and building our very own Seven. Yes, I did say 'building', although we've drafted in the guys at Mission Motorsport to help and will be turning boxes of bits into a fully functioning car at their workshop. I'm sure our contribution will be huge. And involve making tea and possibly ordering pizza.

Our contenders at Llandow have already been whittled down somewhat. The charming but toothless three-cylinder 160 is out because we want a Caterham that offers thrills and real performance on road *and* track. At the other end of the scale, the ear-splitting, flame-spitting 620R is also out. It's about as exciting as any car can be, but it's also incredibly extreme and eye-wateringly expensive at £49,995 before you start adding options. We haven't got a car with the Series 5 (SV) wider chassis, either. In our experience the SV radically changes the character of the Seven, and some of the intimacy, exuberance and every-millisecond adjustability goes missing. Unless you're particularly big-boned then we'd always recommend sticking to the narrower Series 3 chassis.

'With no electronic filters between you and the road, a Seven is almost as organic as is possible'



So that leaves the aforementioned 270, 360 and 420, and all in 'R' specification. This package adds £3995 to the price but is loaded with worthwhile upgrades, chief among them are a limited-slip differential, lightweight flywheel and sports suspension. It also includes composite race seats with harnesses, a carbonfibre dash, uprated brake master cylinders and shift lights. There is a more road-focused 'S' package at £2995, but we want our Seven to be useable yet as hard-edged as possible. So yes, we will have a windscreen, doors and even a roof. All of the cars are also fitted with the smaller 13-inch wheels (the R package also includes 15s, but again from experience we know the smaller rims are preferable for ride quality and on-track performance). The 270 and 360 are on Avon ZZS tyres and the 420 is on the more extreme ZZR.

Llandow is a small circuit but packs plenty of challenges into just less than a mile, from an extremely tight technical section to a scary-fast chicane taken in fourth gear at what feels like terminal velocity. It's a superb and unseasonably sunny venue at which to test a Caterham. First up is the baby of the group: the 270R. That's the white car in these pictures. A base 270 costs from £19,995 (or £22,995 fully built), to which here is added the aforementioned R package and, temptingly, the optional six-speed gearbox, which costs £1495. It's one of the options that I suspect will be very hard to resist. This car runs 185/55 R13 tyres all round, whereas the more powerful cars have 215/55 R13s at the rear. The smaller rear wheel/tyre combo looks a little lost in the wheelarches, but we can live with that if it makes for sweeter handling.

Just standing on the seat and then shuffling down into position behind the tiny Momo steering wheel is enough to get the adrenalin pumping. As ever, the Caterham feels tiny, sparse but also incredibly evocative. The view through the upright screen over the louvred bonnet to the headlights, suspension and those cycle wings just makes you smile, and the fact that you can see what the front wheels are doing and where they're pointing adds a new dimension to the driving experience. Of course, the Seven bombards you with information anyway, but later, when the rear of the car is sliding around right under your backside, seeing those front wheels is a real help.

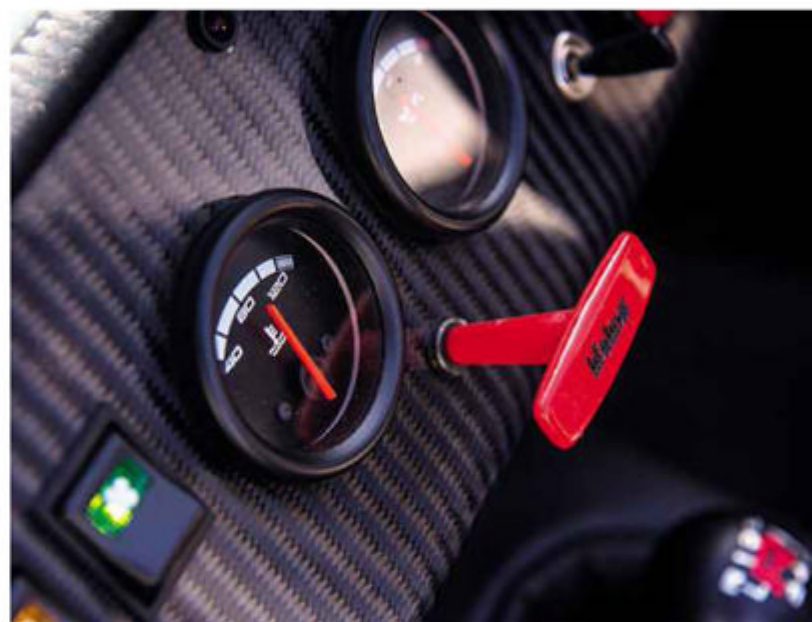
The 1.6-litre engine fires with a loud, pleasingly obnoxious *brapppp!* It might have just 135bhp at 6800rpm and 122lb ft at 4100rpm, but it sounds properly rorty and the lightweight flywheel means the revs rise and fall with real zip. The six-speed 'box has a short throw and it's really weighty, as is the steering at low speeds. The 270R might look dainty but there's real physicality to the experience immediately. On the warm-up lap it feels, well, sensational, and as everything gets up to temperature things just get better...

Of course, I was only being half-facetious about the technology now intrinsic to so many performance cars, because it can genuinely enhance the driving experience, but the 540kg Seven does rather question all the various 'assistance' systems that seek to protect us from ourselves. From the steering to the brakes and, of course, the balance, the 270R offers such clarity and responsiveness that you feel liberated and make the car



Left: 360R, here in Porsche GT3 Green, is markedly more playful than the faster 420R (the pink car), which exhibits spiky transitions between grip and slip.

Below: carbonfibre dashboard is part of the £3995 'R' package



‘As ever, the Caterham feels tiny, sparse but also incredibly evocative. It bombards you with information’



Above right: 420R's 2-litre Ford Duratec engine is dry-sumped and develops 210bhp. Next up in the Caterham hierarchy – and not present here – is the hairy 620R, which boasts 311bhp. **Above and left:** sight of the front wheels gives the Caterham driving experience another dimension, and helps during frequent bouts of oversteer

dance absolutely to your tune. The setup of this particular car is spot-on, with almost no understeer. So as soon as you turn towards an apex, you can start to steer not so much with that little Momo wheel but with the throttle. Not necessarily to scribe vast oversteer arcs, but to keep the car just past the neutral point, rear wheels running a little faster than road speed and the engine pinned in its powerband.

The 135bhp engine is really, really feisty and around here you never crave more power, helped by the hilariously tightly spaced ratios of the optional 'box. Each upshift seems to drop about 500rpm, so you just keep throwing gears at it. And then there's the fun of braking hard and blip-blipping back down. The brakes on this car, which include optional four-piston calipers at the front, are superb. Sometimes it's tricky to modulate the brakes on a Caterham and you find yourself locking wheels on track, but this 270R has perfectly judged pedal weight and progression, allowing you to take the front tyres right up to the point of lock-up but no further. Overall it feels manic and exciting, but still sweetly balanced and delicate as grip ebbs and flows around the lap. Don't bother wrapping it, and all that.

The 360R – the green car; £23,995 as a kit in non-R spec – shows just how responsive to detail changes this little chassis is. Yes, it's a similar experience but there are points of difference everywhere. The 2-litre Duratec engine is a little heavier than the smaller Sigma unit but has a lot more firepower – 180bhp at 7300rpm and 143lb ft at 6100rpm. So it's faster by some margin, yet initially it's the steering and the balance that really separate the 270R and 360R. Clearly the latter is running different geometry because the steering is lighter and, whereas the 270R has a precise front-end, the 360R is a bit understeery. That push combined with the standard five-speed 'box combine to initially blunt the experience. The engine is clearly very strong, but you're less busy chucking gears at the thing and therefore it doesn't feel as relentlessly demanding and involving. We need the six-speed 'box.

As the laps pass, it's easy to drive around the built-in understeer. A sudden lift on entry and then plenty of throttle gets the 360R settled into a nice oversteery stance, and actually it feels even easier to control than the 270R. There's more grip on those wider tyres but certainly not so much as to dull the experience, and this car seems to hold big angles more comfortably than its less powerful sibling can. Having initially been frustrated by the setup, it really comes good once up to speed. In fact it's just awesome fun to hoon around and the way it zips through the fast chicane and then hangs in a big slide all the way through the

'The 420R has a whole different character. The engine is angrier than the 360R's and rips up to 8000rpm with wicked intent'



following right-hander in fourth gear is unbelievably satisfying.

So do you need the extra power? Well, 'need' is a strong word, but it does add something. Simply put, more power means more options when you've got a car that melds itself to the driver's inputs so accurately. I suspect on faster tracks the 270R might sometimes run out of puff, too. Is that worth £4000? Here at Llandow I'm not so sure. But at Bedford or Blyton or even Spa? Probably.

Finished in Triumph's Nuclear Red (that's pink to you and me, but I have to say, it looks great), the 420R appears altogether more serious than its little brothers. Those Avon ZZR tyres have no meaningful tread, the stance is low and the camber heavy. It has the look of a racer and it sounds like one when the now dry-sumped 2-litre Duratec rips into life and chugs and chunters angrily. The 420R has 210bhp at 7600rpm and 150lb ft at 6300rpm, giving a power-to-weight ratio of 381bhp per ton, 0-60mph in 3.8 seconds and a top speed of 136mph. This one is fitted with the six-speed 'box and those four-piston brakes, both of which seem like no-brainer options as you start adding this sort of power into the equation. Having said that, the basic, non-R price is £26,995 in kit form, so it's easy to imagine the cost spiralling out of control.

Once again the 420R has a whole different character. The engine is even angrier than the 360R's and rips up to 8000rpm with wicked intent. The shorter ratios obviously help, but the added bite and the ferocious edge to the noise are unmistakable. It feels super potent. The chassis is less indulgent than the others and is clearly set up for speed and grip above playfulness. The steering is really heavy and the front end displays massive grip, but unlike the 270R or 360R the rear of the car is completely planted. Ultimately the car does oversteer, but it comes in small, precise angles and should you try to provoke it just for a bit of fun, the edges are much sharper. Grip is lost and regained more suddenly and the car just feels spikier, while the heavy steering does little to build confidence.

Having said that, the 420R is seriously addictive and truly relentless. It's not quite as much of an assault on the senses as the supercharged 620R, but it's still a physical, breathtaking experience. We switch the extreme tyres to the more progressive and road-able ZZS rubber and find a more indulgent balance, but still this very lap time-focused setup does detract from the sheer fun that we'd hope to find in a Seven. Our car needs to be closer in spirit to the 270R... but should we go mad and take the full-on 420R drivetrain?

CATERHAM SEVEN 360R

Engine In-line 4-cyl, 1999cc
Power 180bhp @ 7300rpm
Torque 143lb ft @ 6100rpm
Weight 560kg
Power-to-weight 327bhp/ton
0-60mph 4.8sec (claimed)
Top speed 130mph (claimed)
Basic price £27,990 (kit)

evo rating: ★★★★★**CATERHAM SEVEN 420R**

Engine In-line 4-cyl, 1999cc
Power 210bhp @ 7600rpm
Torque 150lb ft @ 6300rpm
Weight 560kg
Power-to-weight 381bhp/ton
0-60mph 3.8sec (claimed)
Top speed 136mph (claimed)
Basic price £30,990 (kit)

evo rating: ★★★★★**CATERHAM SEVEN 270R**

Engine In-line 4-cyl, 1595cc
Power 135bhp @ 6800rpm
Torque 122lb ft @ 4100rpm
Weight 540kg
Power-to-weight 254bhp/ton
0-60mph 5.0sec (claimed)
Top speed 122mph (claimed)
Basic price £23,990 (kit)

evo rating: ★★★★★**VERDICT**

So what will the **evo** Caterham Seven look like? Well, it'll have the 13-inch wheels and the less extreme, more progressive Avon ZZS tyres – 185s at the front and 215s at the rear. We have to go for the six-speed gearbox for the sheer involvement it offers and because it makes the most of the rev-hungry engines. We want to enjoy our car every day that we can, so the weather equipment and a windscreen are musts. Colour? I campaigned for baby blue (everything looks better in baby blue) but in the end Renault's Lunar Grey (the flat grey seen on R26.Rs) was decided upon, although it'll have matt black stripes framed by lime green pinstripes. And the badge on the back will say... 420R. Well, why not? The engine is deliciously sharp, the noise suitably unsociable and that extra power just means more excitement. However, if today's proven anything, it's that setup with the Seven is crucial. Once it's built we'll spend a day on track honing the balance and corroborating our findings on the road to make sure we don't go too extreme. It's going to be awesome. ☒

EVO'S CATERHAM SEVEN

Model	Options	
420	'R' pack	£3995
	13-inch Apollo black alloys	£200
Basic Price	Six-speed gearbox	£1495
£26,995	Front ventilated discs/four-piston calipers	£675
	Full weather equipment	£1550
Chassis	Tonneau cover and hood bag	£330
Series 3	Decal pack	£275
	Carbon-leather seats	£400
	Momo quick release steering wheel	£150
Total	Heater	£300
£37,390	Lowered floors	£395
	Non-metallic paint	£250
	Battery master cut-off switch	£185
	Trackday roll bar	£195



GET YOUR EVO MERCHANDISE HERE!

evo mugs, T-shirts, hoodies & stickers



View the full range at
www.shotdeadinthehead.com/evo.html

Nearly 6000 miles from Stuttgart, a Yorkshire expat and a tuning company with seemingly limitless ambition are realising their own visions of the perfect Porsche 911. evo travels to California to sample the creations of Magnus Walker and Sharkwerks on the spectacular Angeles Crest Highway

PORSCHE

by JETHRO BOVINGDON
PHOTOGRAPHY by ASTON PARROTT

PARADISE





‘One of the tragedies of the new classic-car boom is that this culture is strangled’



‘I

‘IT DOESN’T GET MUCH MORE SURREAL than this,’ I ponder, with another bite of Subway’s finest steak & cheese. The sky is cloudless and the sun blinding, but we’re at 6000 feet so there’s a wicked chill in the air. Photographer Aston Parrott is shooting merrily away and wondering why all jobs aren’t on a road like this with cars like these. And beside me are Magnus Walker (tuna) and Alex Ross, co-founder of Porsche tuner Sharkwerks (also tuna, fittingly enough). We’re talking crap, the way strangely obsessive car people do when they’re together. Should Magnus get a 996 GT2? ‘Yes, do it,’ is the unanimous reply. Is the 991 a proper 911? This one goes on for hours. Is the new Corvette Z06, our ‘support car’, as insane as it sounds and looks? Four Brits just spouting forth on all things four-wheeled. In California. On the Angeles Crest Highway. Which we seem to have completely to ourselves. It’s strange and wonderful and one of the best days I’ve had at work for years.

Of course, Aston and I are just passing through, but Magnus and Alex are part of this place and part of an incredible Porsche culture that permeates the West Coast. Like their friends at Singer, these guys live and breathe Porsche, they’re expats living the dream (at least from where I’m standing) and in their own way are adding a little piece to the Porsche story. A story that’s never just been owned by the factory because, unlike Ferraris, Porsches have always been tweaked and hot-rodded, individualised and refocused for their owners’ unique tastes and needs.



One of the great tragedies of the new classic-car boom is that this culture is being strangled. As prices of air-cooled Porsches have rocketed, every modification and its unique story is airbrushed away for that all-important 'originality'. But Magnus, though a scholar of Porsche history and owner of plenty of perfectly preserved models, isn't afraid to keep the tradition alive and upset purists. And Sharkwerks? They're a tuning company in Fremont, north California, some 350 miles from here. They deal with water-cooled cars but they're also no strangers to messing with what you or I might consider perfection... Today we've got their Gen 2 997 GT3 RS. It started life as a 3.8 but now it's packing 4.1 litres and 540bhp. Sounds good, right?

For someone like me, who's never been one for staring at cars on lawns, it feels like we're all kindred spirits. Essentially, I've got a day pass to this little West Coast Porsche clan and it feels pretty good. And we're doing the right thing, too. Sure, I take some time to pore over Magnus's collection and coo over some of the components and materials that go into the Sharkwerks 4.1-litre engine conversion, but we're really here to drive, so we head to the Angeles Crest, which is pretty close to god's own road. We've got Magnus's beloved 277, a 1971 911 T with a short-stroke 2.6-litre twin-plug engine and a heap of attitude. It's shabby and beaten up but mechanically perfect and purposeful – it gets used. And the 4.1. Separated by 40 years and many horsepower they may be, but I think they might yet prove to share the same basic philosophy.

So who is Magnus Walker? That might be your question right now and it was mine to Aston the night before. I knew he had some old Porsches and had become a cult figure through his *Urban Outlaw* video, but not much more. I should have done a bit more research but this shoot coincided with trying to arrange our cover story from *evo* 206, the Corvette Z06 versus 991 GT3, and it had been problematic to say the least. Anyway, here's a quick précis: Walker is originally from Sheffield and fell in love with the 911 at the Earls Court motor show in 1977. The object of his obsession was a white 930 Turbo. As a teen he worked on the east coast of the US for a summer but took a Greyhound across the country to Los Angeles just to see the place. The next year, 1987, he returned and it's been his home ever since.

LA has been good to Walker. From selling customised Levis on Venice Beach to starting his own fashion label with wife Karen, then buying a huge ramshackle old warehouse in a depressed area of the city that has since regenerated with bars and coffee shops on every corner. It's all allowed him to indulge his real passion: Porsche. The 911 T, now known as 277, was the second he ever bought and he's had it since 1999. It's raced, sprinted, done dozens of trackdays and thousands of miles on the canyon roads nearby. It also starred in the aforementioned mini-documentary – effectively a showreel for Porsche-enthusiast film director Tamir Moscovici. When the video went viral it kick-started the whole Magnus Walker Outlaw phenomenon.

Above: Walker's cosmetically threadbare but mechanically flawless 1971 911 T boasts more than 200bhp and major revisions to the chassis. The result is sublime



Above: fabulously responsive Sharkwerks GT3 RS 4.1 is more than convincing, even compared with a factory GT3 RS 4.0. **Opposite:** while outwardly dissimilar, these two cars are kindred spirits

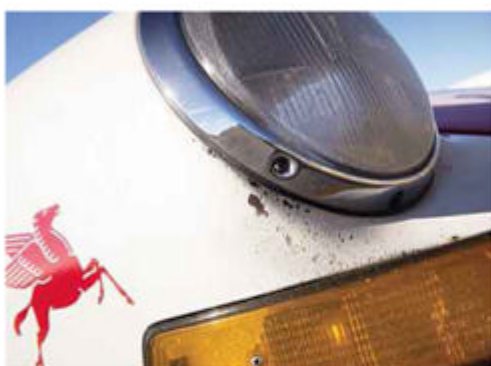
Since that film he's become a Porsche ambassador for a whole new audience and attends official events to lend a bit of cool to awkward German proceedings. 277 is soon to be rendered for the *Forza Motorsport* games and is already the subject of die-cast models. Walker still creates one-off 'pieces' for himself, although inevitably some of these 911s have made it to auction and fetched big money as his reputation grows. He seems to split opinion – some Porsche guys love his style, some absolutely abhor what he does. But I have to say he's great company, loves his collection (he has one of every 911 model year from 1964 to 1973, plus a few 930 Turbos and a whole heap of donor cars ready for full restorations or to give life to his other cars) and doesn't hesitate to throw me the keys to his beloved red, white and blue T. 'She'll rev to eight, handles great, is on Hoosiers so loads of grip; just enjoy it and give it everything.'

It's an obvious statement, but old 911s just look so right wherever you put them. The Angeles Crest is vast in scale and wends its way through a landscape that's epic in every sense, yet the tiny 911 looks absolutely at home. Peppered in gravel rash, nose seemingly diving into the floor even at a standstill, flared arches teased over those Walker-designed Outlaw rims and near-slick Hoosiers, it's tight and aggressive and incredibly evocative. It really has walked the walk, this car. You see it from the way the tyres are scrubbed right down over the sidewall, in the mesh intakes dotted with hoovered-up insects and dented and stretched here

and there, and because when you swing open the door the trim is partly held on with gaffer tape. There are two racing seats, one Momo and the other Sparco, and the driver's one is torn on the shoulder bolster and has foam bursting through.

Settled behind the dished steering wheel, 277 feels tiny but tough, and when the 2.6-litre engine catches, the whole car pulsates with energy. It's loud and busy but not booming loud. All function, no theatrics. This isn't a crazy 350bhp monster but the engine is sweet as can be. It's based on a 1966 2-litre aluminium case with a standard short-stroke 66mm crank and 92mm bores to give it that rev-hungry character. It has Mod S cams, a twin-plug distributor and 42mm Weber carbs, and the 915 gearbox has shorter ratios from second to fourth plus a GT limited-slip differential. Magnus says you have to rev it like mad and carry speed. 'In many ways it's like mini-GT3,' he concludes.

To start with it feels a million miles away from a GT3. It's so narrow, the gearbox has a throw so long you feel like you'll punch the dash when you reach for third, and the engine really does need revs. Keep it above 5000rpm and it's genuinely quick (277 has just over 200bhp), but drive it with misplaced mechanical sympathy and the performance just isn't there. So some of what the 277 does feels vintage – the view, the vagueness of the 'box and the lack of immediate, any-gear performance that we've become so used to in recent times. However, like all 911s, as you start to get used to the experience, certain things remain timeless.



**‘The GT3 RS 4.1
is a sensational,
intoxicating
and downright
hilarious car’**



The steering is so alive and so detailed it almost overloads senses accustomed to tuning into modern systems that impart tiny nuggets of information, and the brakes might have no ABS or assistance but the pedal feel is superb. There's hardly any travel but in that solid, heavyweight little arc you can feel every bit of grip that the Hoosier R6s can generate.

They really do grip, too. Crank over the steering wheel and you'll see that they appear to have no tread at all (although they are somehow road legal in the US) and consequently 277 has supreme turn-in response and unshakeable traction. That helps keep the engine spinning up hard but you suspect it might make the car a little less playful and interactive, too. Here, though, with traffic incredibly scarce and flawless visibility, 277 is an absolute riot and a testament to its evolution over many years. Running revised torsion bars, Weltmeister adjustable anti-roll bars, Bilstein Sport dampers with adjustable spring plates and Elephant Racing PolyBronze bushes, it really feels like a honed machine. It carries massive speed but still the old 911 rituals persist. Push hard and you'll find a shade of understeer; jump on the throttle and the steering will lighten, the front wheels will start to unload and you'll fire onto the next straight almost drenched in feel and swept up by way the car is responding.

Confidence boosted, you can start to manipulate the balance, tuck the nose in hard on the brakes and feel the rear loosen. Once again there's no need to wait, just get right into the throttle and feel a little slip build and stabilise. It's barely enough to require correction but you've got the car right in its sweet spot and now it's yours to enjoy. I think this is what's always fascinated us about 911s... Put in the hard work, understand the weight distribution and use the clear lines of communication that seem to stream raw information at you at a relentless rate, and then reap the glorious rewards through every corner, with every gearchange, as the engine zings around to 8000rpm again and again. This car is a little ball of pent-up energy, wriggling and writhing along the Crest, and every single move it makes comes directly from the driver's seat. I can see why Magnus loves it so much and why it looks so brilliantly dog-eared. Living in the shadow of this road with access to 277 any and every day? Now that really is living the dream.

It's easy to imagine that the 997 GT3 RS, which feels so familiar and looks so pristine, might get lost in the romance of the Walker/277 love story, this dazzling location and the cool, crisp air. But it doesn't. Not even a little bit. What a sensational, intoxicating and downright hilarious car. The angry, ugly, buzz-saw noise that it spits out, the tight, physical gearbox and hefty clutch, power steering so dirty with detail it feels almost explicit and *oh my* the chassis... It's every bit as immersive as 277 and the power and torque bring a new dimension to the experience. Mad as it sounds, these two cars do feel related in so many ways. But the four-point-one operates on a level far beyond that of 277. Or even a 'normal' GT3 RS. It's something special.

I want to tell you how this thing feels to drive, so I'll skip some of the technical info, but of course, it

deserves a brief run down. The engine is a joint project with Evolution Motorsports (EVOMS) of Tempe, Arizona, and is reassuringly expensive and features some very serious hardware indeed. The lightweight 80.4mm billet crank is CNC machined from 4340 high alloy steel and weighs 1.1kg less than the factory setup. It's also been used in monster-horsepower 997 Turbos built for the dragstrip by EVOMS and tested beyond 9500rpm. The 104.5mm cylinder set uses steel liners and Teflon-coated pistons and titanium wrist pins to shave a little more weight. There are new cams, reworked heads; everything is balanced and blueprinted and the still-switchable exhaust system saves 3kg or so and adds about, oh, 100dB, I reckon.

After 277, there's no question that the 4.1 initially feels a bigger, less-intimate car. You sit low – it feels a bit like you need a booster cushion – and the car's width, although never a problem on this road, takes just a few moments to adjust to. Bizarrely, the 4.1 feels relatively soft, too. It runs Forgeline 19-inch wheels with Michelin Pilot Sport Cup+ tyres and RSS/Sharkwerks adjustable and monoball components front and rear allied to Bilstein Clubsport coilovers. But despite the extreme spec, the ride is supple, the front tyres don't hunt out cambers and the steering is smooth and never rattles over broken tarmac. I'd say it feels a shade more compliant than the factory 4.0 RS, which is damn near perfect as far as I'm concerned.

If the chassis' tolerance of lumps and bumps is a surprise, the way it snaps between corners quells any worries that the 4.1 has been dialled back a little too much for 'street' comfort. It feels light and agile, hugely grippy but with that super-malleable balance that so defines the GT3 RS. Helped here of course by that engine. Listen behind the almost deafening exhaust howl and the Mezger noise – a flat, scratchy fizz at low revs that evolves through various phases into a tight, singular howl of pure energy – is still right there. The response and the torque is even more pronounced. I love the 4.0 for its extra torque and the way it connects you directly with the rear tyres, and this 4.1 takes that relationship to new heights. Put simply, the car can be moulded and manipulated to do anything.

There's still some understeer, as there should be in a 911, but you seem to just think it away... a millimetre of throttle should do it. Then you've got the RS on a string and the road at your mercy. Attack it clean and precise and the 4.1 sucks up sweepers and hairpins with delicious fluidity, teetering just on the edge of oversteer but never tipping over into time-sapping angles. And all the time that noise, that incredible rush to 8800rpm, and the steering and brakes, bubbling with feel, seem to not so much dare you to go faster but instead let you know there's so much more to come. Give in to your inner child (yep, I do) and the 4.1 exits second-, third- and even fourth-gear corners with some proper attitude. In fact that's not quite true. With so much torque (virtually anywhere on the rev range you'll find 65-80lb ft extra over the 3.8's 317) second-gear corners don't really exist. You can take hairpins in third, slightly more open corners in fourth, and so the inherent fluency of the car is multiplied.

Everything feels easy and yet completely absorbing.

So does the Sharkwerks/EVOMS 4.1 feel as strong as the claims? Oh yes, absolutely. Does it match the brilliance of Porsche's own ultimate, the GT3 RS 4.0? You can only conclude that in outright power and torque the 4.1 eclipses the factory car and matches it for drama and that sense that here is a race engine that's been smuggled into the back of a road car. But the key is that the engine doesn't overwhelm the experience. The power remains so finely in sync with the chassis that it feels almost OE-spec. It's a truly brilliant car and the reach and ferocity of the engine is simply staggering. This hand-built piece of art costs around \$59,000 (c£40k) fully installed. It feels worth it. That sounds insane, but it's true. And when you look at 4.0 RS values disappearing into the stratosphere, it almost, *almost* makes sense. Can an engine be worth more than an entire brand-new Porsche Boxster in its home market? In this case, um, yes.

Ripping along the Angeles Crest Highway in these cars with nobody else around for miles is something else. The now iconic 277 just loves the abuse and requires total commitment to extract the best from. If you hesitate, the speed leaks away, so you need confidence and a bit of the trademark Walker don't-give-a-damn attitude to unravel its depth of talent. At one point while I'm driving 277, Magnus is behind me in the 4.1. About three inches behind me, just because he hasn't seen his car being driven at a decent lick before. When we stop, the Sharkwerks car is in need of a new windscreen and Alex looks relieved that it has protective film over the gorgeous Riviera Blue paintwork. Magnus is laughing, Alex is cool – 'no worries, it's only a few stone chips' – and both cars are ticking and clicking furiously in the bright sunshine, yet there's snow on the side of the road piled high. It seems a fitting end to a mad, brilliant day. But of course, it isn't really over yet. Another loop or two can't hurt, can it? 'No man, just do what you like,' says Alex. So we do. Headly days, brilliant cars. ☒

Right: Sharkwerks' GT3 RS 4.1 develops 540bhp from a heavily modified flat-six engine that's lighter than stock. It costs \$59,000 (around £40,000) fully installed

'The reach and ferocity of the Sharkwerks 4.1 engine is simply staggering'

THE SHARKWERKS/ MAGNUS WALKER COLLABORATION



Sharkwerks and Magnus Walker have collaborated on an Outlaw 997 GT2. The look is a twist on Walker's 1972 911 'STR II' (which sold for \$302,500 – c£200k – at Pebble Beach in 2013) and the performance

is off the scale. The Sharkwerks/EVOMS boys have extracted 775bhp and already the car is gaining notoriety, with Jay Leno recently featuring it on his popular YouTube show, *Jay Leno's Garage*.





I THINK IT'S FAIR TO SAY THAT 2015, young though it is, has not been a terribly good year for Jens Munser. Why so? Because Jens is the chap that paints a certain Sebastian Vettel's crash helmets. To date he has done 94 iterations for the young quadruple F1 world champion, sometimes creating as many as 18 different designs in a single year. But all that is now a thing of the past, because at the beginning of the current season, the FIA decreed that a driver's crash helmet must have 'substantially the same livery at every event during the championship'.

This got us thinking in the **evo** office, asking such questions as: Where did the whole livery thing begin? How did it develop? And how are these draconian directives influencing helmet designs? In the following pages, we'll try to answer these questions...

*As well as protecting the most vital part of a racing driver, helmets have been used for branding, identity and gratitude. **evo** investigates the origins and influences of their unique designs*

by HENRY CATCHPOLE

PHOTOGRAPHY by ASTON PARROTT



'AIRBRUSHING HAS ALLOWED COMPLEX DESIGNS TO TRANSFORM HELMETS'



THE DECORATION OF HEADGEAR is not a new thing. Centuries, nay, even millennia, before Karl Benz was a twinkle in his father's eye, helmets were being decorated by gladiators and soldiers. From a small medallion of Hercules to a huge crest with plumage, the adornments were every bit as extravagant as anything seen in a pitlane 2000 years later.

In the early years of motor racing at Brooklands, many of the horse racing world's traditions were adopted. As a result, drivers would frequently wear silks like jockeys, thus helping the crowd to distinguish them. In reality, though, helmets in motor racing didn't really catch on until after the Second World War. A 17-year-old Stirling Moss complained in 1947 that helmets were 'for sissies' when his father insisted he wear one if he wanted to race. At the time drivers were still generally wearing cloth or leather flying helmets.

The first real helmets that were widely

adopted were styled on those used by polo players. Sold by Les Leston and Herbert Johnson, the classic 'corker' style was made by Everoak and supplied to all the leading drivers, including Mike Hawthorn (who needed extra-long straps to accommodate his lantern jaw) and Moss. While different drivers often had different colours, it would be hard to say that any of them were really making much of a statement. There were a few exceptions, with Taffy von Trips having the crest (ironically including a very ornate Roman Legionnaire's helmet) of Scuderia Colonia on the front of his helmet and Ricardo Rodriguez having a bright yellow lid with the Mexican flag on the side.

It was the iconic Everoak Racemaster helmet that saw the real birth of helmet artwork, though. Bill Vero (whose surname forms the middle bit of Everoak) remembers the order coming in for Innes Ireland's famous chequered flag motif: 'I sat down at my kitchen table and

marked it all out. It was a labour of love and it took me all day, but it was terrific to see in photographs.' Famously, Graham Hill used the colours of the London Rowing Club to adorn his dark blue Racemaster, while Jack Brabham stuck with one simple black stripe running fore-aft down the middle of the crown.

The first full-face helmet – the Bell Star – came along in 1968, adorning the head of Dan Gurney, and this is where the fun really began. As the faces of the drivers were covered up, so the need to inject more individuality and personalisation onto the exterior of helmets increased. Of course, the most obvious way of broadcasting your identity is to write your name on the helmet, which is exactly what a lot of drivers did. James Hunt famously combined the colours of his old school, Wellington College, with his full name. Jacky Ickx went with his full name too, although slightly less boldly, but Denny Hulme had a plain white helmet with

two black stripes and just 'HULME' on the side. Jody Scheckter clearly wanted to be on first-name terms with the crowd so included a large italicised 'JODY' below a broad orange band. Even some of the drivers with more individual and instantly recognisable designs to their helmets, like Peter Revson and François Cevert (a personal favourite), still felt the need to put their names prominently on their lids.

Even today, some retain their name (Nico Rosberg) or initials (Jenson Button) in the design of their helmet, but generally names were gradually replaced with ever more distinctive and complex designs. National identity has been a big part of motorsport ever since the early days, and as things evolved through the '80s and '90s it was frequently the

colours of a national flag that formed the basis for a driver's design. Nigel Mansell and Ayrton Senna took the colours of the Union and Brazilian flags respectively and reinterpreted them into two of the most recognisable designs ever. Mika Häkkinen (Finland), David Coulthard (Scotland), Alain Prost (France), Michael Schumacher (Germany), Gerhard Berger (Austria) and Jos Verstappen (Netherlands) shared this inspiration.

Today there are two main influences on the way that helmet artwork has gone: airbrushing and Red Bull. The technique of airbrushing seems to have come in around the early 1990s and has allowed gorgeous detail and wonderfully complex designs to transform helmets. Jason Fowler, who paints

all of Lewis Hamilton's helmets, takes us through the painting process: 'A helmet can take anything from around ten hours up to 40 hours to complete, although some designs with complex airbrush murals have taken anything up to 80. Each helmet is stripped as far as we are allowed by the manufacturers and then prepped and primed ready for the paint. Every colour seen in the design has to be marked out with either fineline tape or hand-cut if the shape is complex, and then sprayed or airbrushed on before being masked up to allow the next colour to be painted. Pictures and cartoons are hand-painted with the airbrush – this is an area where we specialise, as we're one of the few companies able to produce airbrush artwork as well as graphic designs and shapes.

From left: designs for Sébastien Buemi (with ubiquitous Red Bull logo), Tiff Needell (featuring his first name) and Jenson Button (just his initials)



VETTEL'S DESIGNS

SINGAPORE 2012

LEDs pick out the signs of the zodiac of Sebastian and his family. Helmet painter Jens Munser also trained as an electrical engineer.



TEXAS 2012

Wood effect results in one of Munser's favourites, which arguably sublimates the Red Bull logo more than any of his other designs.



BAHRAIN 2013

This design brilliantly transforms Vettel's Arai GP-6 into a facsimile of the helmet Felix Baumgartner used to jump from space.



GREAT BRITAIN 2012/13

Vettel says thanks to everyone on the UK-based Red Bull F1 team by squeezing all their mugshots into this design.



SINGAPORE 2013

Sparkly by day, reflective by night. Munser's work with chrome back in 1998 led to his first F1 commission, from Toranosuke Takagi.



'SCHUMACHER REPLACED HIS GERMAN FLAG WITH THE STARS AND STRIPES AFTER 9/11'

'Once the paintwork is finished, the helmet is lacquered, left to dry and then carefully flatted back to remove edges in the paintwork. The helmet is then relacquered, polished and rebuilt. Carbon helmets can be more difficult to work with, as the surface is much harder than on a glassfibre or Kevlar helmet, so the prep work takes longer. The original finish is often also quite pitted, meaning holes have to be filled before paintwork can start. Carbon helmets also have very sharp edges once the trims are removed and can easily scratch the skin!'

The downside of airbrushing that both Fowler and Munser are quick to acknowledge is that all the fantastic detail it allows can

easily dilute the instant impact and identity of a design if you're not careful. If you are a spectator sitting some distance away in a grandstand, you simply can't pick up the intricacies of the artwork, which is why Fowler always suggests that customers keep at least one bold, bright shape.

Of course, if you are a Red Bull-sponsored athlete then you have a different problem. Christian Klien was one of the first to arrive in F1 with a Red Bull helmet when he drove for Jaguar in 2004. Back then the quartered blue and silver design with the charging bull and yellow disc was fantastically distinctive, but as more and more drivers have become sponsored by the energy drink giant, so it has become harder to distinguish one from another.

Munser says that it was Michael Schumacher (whose designs he painted after Schumi switched to Schubert helmets) who was the first person he remembers changing his helmet to make a statement, replacing the German flag with the Stars and Stripes after the attack on the World Trade Center. Ralf Schumacher also had his helmet painted black overnight at the track after his mother died just before a Grand Prix. Even though he didn't paint it, Munser also thought it was a really powerful tribute when Jenson Button wore his pink Arai, complete with Papa Smurf, in memory of his father.

But the FIA has put a stop to all that now. Regardless of any professional ramifications, both Munser and Fowler think this is a shame, the latter fearing that it will just lead to greater encroachment of sponsors. Ironically, there are many that think it has led to Sebastian Vettel's best helmet design in years. Ferrari Red is a colour that clashes much more easily than the Red Bull's predominantly dark blue, so Munser and Vettel went with plain white with a single off-centre German tricolour and it works a treat. Sometimes simple is best, and looking back down the years that seems to ring true of all the great designs. After all, as Peter Stevens pointed out, everyone loves and remembers perhaps the plainest of them all – the modest yet instantly recognisable dark blue helmet and white peak of Jim Clark. x

Above: Graham Hill's helmet featured the colours of the London Rowing Club. **Left:** new rules have led to Vettel's 2015 design being his simplest in years



PAINT) (SHIELD

Protect yourself from the Asteriod Belt

Generation 2 Self Healing Protection has Arrived.

Having brought the first Generation of Self Healing Film to the UK two years ago, our Technicians have added the latest Second Generation self healing Protective technology to our Inventory.

In your intergalactic travels protecting yourself from those micro meteor impacts has never been more important. We all know respraying your ship in some far off location is a bit of a pain, much better to not have to. Best of all though wear and tear from scratches picked up in your travels is very disconcerting to the Locals; abductions go much easier when you have a scratch free shiny ship when visiting Earth.

For the best paint protection in the Galaxy drop in to planet earth and contact our specialists on 01733 390777, or fire up the Intergalactic net and warp to www.paintshield.co.uk and they will get you protected and on your way in next to no time (theory of relativity applies).



PAINT) (SHIELD

Paintshield Ltd · Unit 4 · Morley Court · Morley Way · Peterborough · Cambridgeshire · PE2 7BW
t: 01733 390777 · f: 01733 390778 · web: www.paintshield.co.uk · e: info@paintshield.co.uk

stone chip protection
combat swirl marks
self-healing technologies
protect from -

- stone chips
- swirl marks
- bird lime
- brake fluid & oil resistant

concours winning finish
best in class for durability

t: 01733 390777

f: 01733 390778

e: info@paintshield.co.uk

w: www.paintshield.co.uk



by STUART GALLAGHER

PHOTOGRAPHY by ASTON PARROTT

Blue blood

The 456 GT brought new life to Ferrari's long-running line of front-engined gentlemen's grand tourers. Twenty-three years on, is it really the understated icon we remember it to be?



WHEN FERRARI LAUNCHED THE 456 GT, or 'F116' if you prefer model type references, in 1992, the motoring press went into retrospective overdrive. Front covers and double-digit page counts were afforded to this new V12 supercar. Naturally there were also comparisons; some went with Aston's supercharged Volante Vantage, others looked back and hailed the return of the front-engine V12 Ferrari by dusting off a Daytona and heading for a rendezvous with the hottest new Italian. The only discrepancy was that Ferrari hadn't actually stopped making a front-engined V12 coupe after the Daytona went out of production in 1973. The ensuing 365 GT4 2+2's two-door body may not have been as pretty

as that of the car it replaced (although both were styled by Pininfarina's Leonardo Fioravanti) but beneath its long steel bonnet was a development of the Gioacchino Colombo-designed V12 – a direct descendent of the Daytona's luscious motor with an equally enticing set of performance figures.

From its 1972 introduction, the 365 GT4 continued in production through to 1989 (its name changed to 400 in '76 and subsequently to 412i in '85) with a total of 2907 examples built during those 17 years. So, while the mid-engined flat-12 Berlinetta Boxer was later hailed as the Daytona's true successor, the 365, 400 and 412i continued to carry the front-engined V12 flag for Ferrari, even if few people noticed or cared much for them.





**‘Ramaciotti’s
design is
beautifully
simple, with
clean lines and
no fuss’**

Three years passed between the 412i being pushed into retirement and Maranello presenting its all-new, front-engined V12 GT supercar. And in an instant one could see where the Daytona comparisons came from. The 456’s low, long, sleek nose rose up to a prominent cabin that rolled into a curvaceous behind, with quad tail lights and exhausts the only visual breaks in Lorenzo Ramaciotti’s sweeping design. These and the *Cavallino Rampante* positioned dead-centre on the tail, of course.

Twenty-three years later the 456 GT is still an arresting sight, largely because of a design unencumbered by the aerodynamic requirements that afflict today’s supercars. Ramaciotti’s creation is beautifully simple, with clean lines and no fuss, and airflow needs are handled with subtlety and sympathy. In a world of scoops and diffusers, it’s refreshing to be reminded how delicate car design was before ultimate performance headed the agenda.

Adrian Hall Carpenter’s 1995 Tour de France Blue example looks utterly captivating on the first day of spring, when we arrive to drive it,

and certainly doesn’t seem like it’s just entered its third decade. The 17-inch alloy wheels are one of the few – perhaps the only – visual components that date the 456 to a time when tyre technology restricted a car’s rubber footprint. The ride-height isn’t as hunkered down and muscular as is the norm today, but this Ferrari just looks right, with not a duff angle to spoil your view.

As the 1980s drew to a close, the world’s economies had cried enough and started a downhill spiral into oblivion. With them went the appetite for luxury and supercars. Where used examples of any Ferrari road car had once commanded double their original asking price, with the arrival of the new decade it couldn’t have been more of a contrast, as the excessive eighties made way for the nervous nineties. And there was no one more nervous than the world’s supercar manufacturers.

For Ferrari, it was looking bleak. Now under the control of the Fiat Group (Piero Ferrari, Enzo’s second son, still owned ten per cent of the company) its product line was old and weak, the



company's structure equally creaky. The board was left with little choice but to make some big decisions. The first was to give the go-ahead for a new V12 supercar, the second was to employ one Luca di Montezemolo as chairman. The 456 was already in the development process when the former Ferrari F1 team boss returned to the company in 1991, but there was still time for him to leave his mark on the car before its debut at the 1992 Paris motor show.

The Pininfarina body was produced from aluminium. This was then bonded to a new steel chassis. With a wheelbase 100mm shorter than that of the 412i – the 456's wheelbase is 390mm shorter than that of today's FF – it was a compact car, not that it prevented the designers from installing two rear seats.

With double wishbones and anti-roll bars front and rear, and adjustable dampers that monitored steering angle, road speed and acceleration to optimise the ride, this was the most technologically advanced chassis on a Ferrari road car yet. There was also a primitive traction control system hooked up to the ABS

that worked with the ventilated discs.

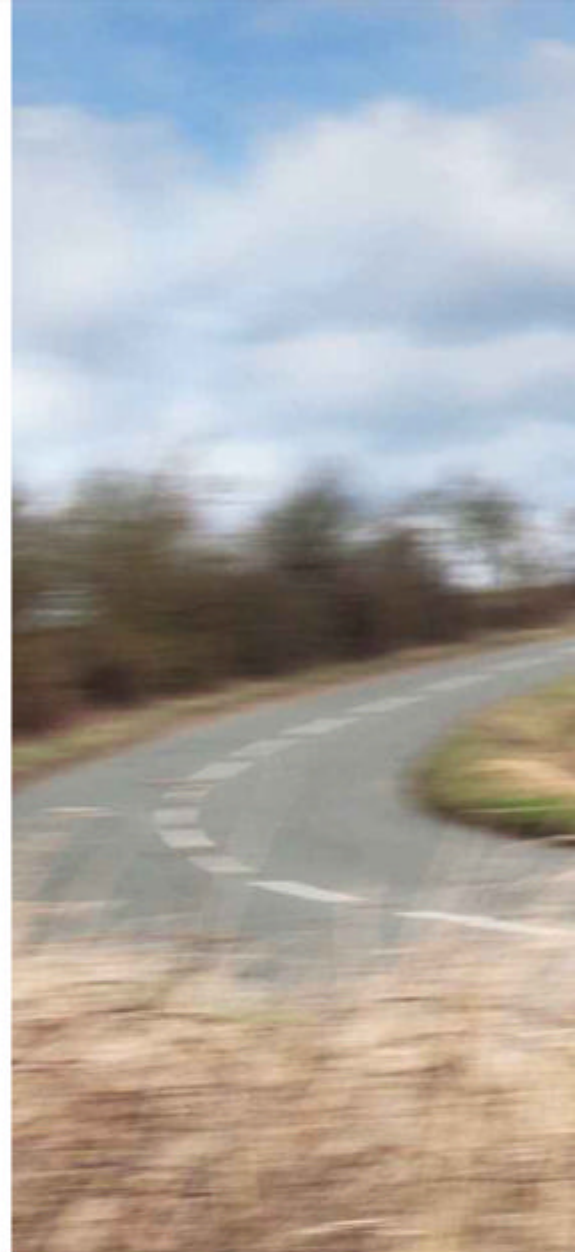
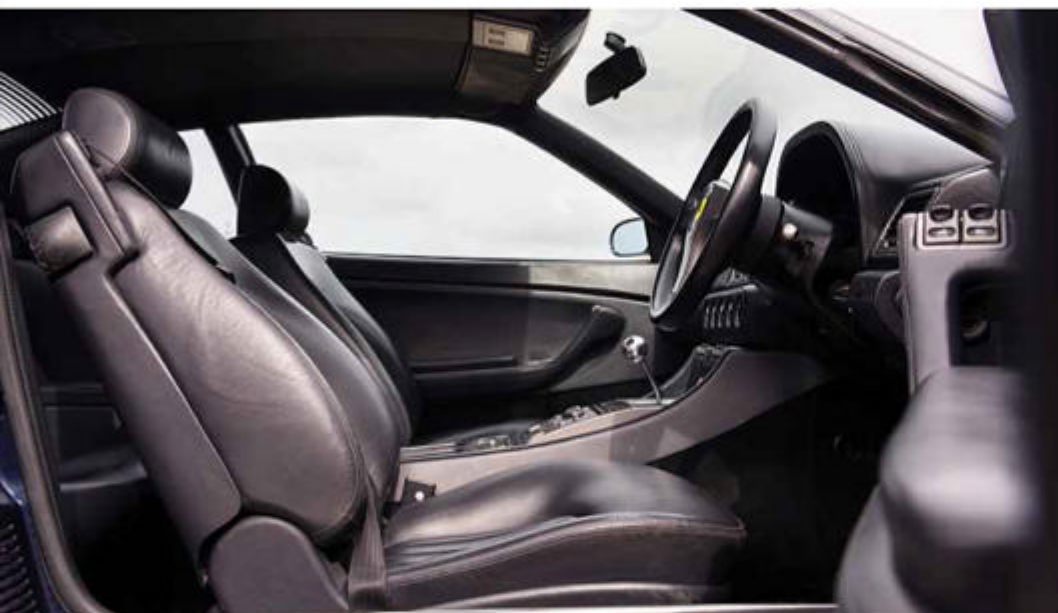
The 456's blueprint may have been familiar, but beneath the svelte silhouette was an all-new Maranello motor – the 116B. This 436bhp V12 also marked a return to a Ferrari's model name relating to the swept volume of one of the engine's cylinders. And whereas previous Maranello V12's had boasted a 60-degree angle between banks of cylinders, the 456's was widened by a further five-degrees. The block, cylinder heads, sump and sundry castings were all constructed from light alloy and the 88mm bore and 75mm stroke gave a suitably supercar-like 5474cc. With the engine's four valves per cylinder, twin overhead camshafts for each bank and dry-sump lubrication, Ferrari clearly had no intention of watering down its powerplants to suit the economic climate of the day. There was also a six-speed manual gearbox and a limited-slip differential that was laid out in a transaxle. Yes, just like a Daytona...

Hook your finger around the small handle in the door and it swings open without drama, reminding you that this is a V12 Ferrari with

Top: pop-up headlights not only look cool but maintain the 456's flawless lines when not in use; V12 engine develops a modest but effective 436bhp.

Above: GT's cabin – and the steering wheel in particular – is largely button free, which is stark contrast to that of its recent successor, the four-wheel-drive FF

Right: 456 GT featured a six-speed manual transaxle, unlike the later GTA models, which used a four-speed automatic.
Below: four seats and the chant of a quad-cam V12 engine are the key attractions here



DNA very much from the era of gentlemen's grand tourers. The opening is wide and there's no extreme sill to negotiate on your way to the gentlemen's club chairs that occupy the front row of the 456's cabin. With your posterior positioned on the soft leather there is no car in the world you could possibly be in other than a Ferrari. The three-spoke steering wheel is thrust into your chest and, this being an Italian car, mastering a perfect driving position is not something that's worth spending too much time on. With a car of this vintage that's acceptable, a part of its character, and it doesn't matter one bit. Adrian is a little surprised when I mention the offset pedals, however: 'It's funny, I've never noticed it, but you get used to quirks of your own car I guess.' And he spends plenty of time in his 456, too. It's covered more than 40,000 miles in the 20 years since it left Maranello and Adrian bought it three years ago – to use. This is not only wonderful to hear but also means that the car is mechanically perfect.

The 456's interior has aged remarkably well. The grey hue and the size of the graphics on the

dials date it, but ergonomically the thought of spending a couple of hours and a few hundred miles casting an occasional eye over those temperature gauges is one of anticipation, not trepidation. And of course, there's that magical silver wand standing proud from an open gatehouse. If you're of a certain age, an open-gate gearbox is Ferrari. Preventing today's customers from experiencing it on the grounds of efficiency is the equivalent of preventing a farmhouse from having an Aga.

A gentle twist of the key is all it takes to bring the cylinders into life. Controlled by a Bosch ECU, all 12 fire in an instant but you can barely hear them hum. It's all very serene. There's no shouty exhaust valves opening on start-up or flaring revs. It's nicely analogue in a digital world. Engine aside, your first impressions of the 456 are how it shrinks around you – behind the wheel the car feels 25 per cent smaller, a compact two-seater sports car rather than a four-seater GT. The transmission tunnel is wide, though, and when you stretch for first gear you realise that the 456 can't hide its girth. Pulling

'The 456 hasn't enjoyed the buoyant rise in values that other models in the family have in recent years'



away is no more of a drama than doing the same in the Cayman I arrived in. Tantrum-prone Italian supercars? I don't know what the fuss is about.

Okay, perhaps now I do. The engine is warming nicely but the gearbox oil is a little late to the party. Adrian recommends bypassing the next four gears and going straight to fifth to enjoy the tremendous reach of that V12. It's remarkable. From no more than 25mph the engine takes fifth gear at an impossibly low crank speed without the slightest objection. I can't help but laugh at that.

It doesn't take long for all the fluids to reach operating temperature and then the 456 is ready to demonstrate what it is still capable of. The power steering is direct and quicker than expected, but it guides the front axle to exactly where you want it, the front end then staying resolutely on your chosen line. The rear tyres follow the arc you've carved, too, the chassis working as one, the adaptive dampers controlling body weight without sacrificing ride comfort or adjustability. The whole car talks to you, and at no point do feel on your own or that one area shines while the others live in its shadow.

FERRARI 456 GT

Engine V12, 5474cc

Power 436bhp @ 6250rpm

Torque 406lb ft @ 4500rpm

Transmission Six-speed manual, rear-wheel drive, limited-slip differential

Front suspension Double wishbones, coil springs, adjustable dampers, anti-roll bar

Rear suspension Double wishbones, coil springs, adjustable dampers, anti-roll bar

Brakes Ventilated discs, 315mm front, 310mm rear, ABS

Wheels 8.5 x 17in front, 10 x 20in rear

Tyres 255/45 ZR17 front, 285/40 ZR17 rear

Weight (dry) 1690kg

Power-to-weight (dry) 262bhp/ton

0-62mph 5.2sec (claimed)

Top speed 186mph (claimed)

Price when new £167,714

Price now £30,000-60,000

evo rating: ★★★★★

Ask those dozen cylinders to deliver a stronger shove and the 456 responds with immediacy. Some of the 436bhp may have left the stable over the last two decades but I'd be surprised if it's more than 10 per cent. This is a quick car and one you can work with. Ferrari's initial claims of it being a 'GT supercar' are still well represented.

The 456 hasn't enjoyed the buoyant rise in values that other models in the Maranello family have in recent years. It doesn't have a racing pedigree – two-seater Ferraris are still the favoured choice when it comes to V12-engined cars – and there's no hiding from the running costs. But at the time of writing, £50,000 for a fast and beautiful (not to mention practical) V12 Ferrari finished and launched in the Montezemolo era appears criminally good value to me. It may be more of a grand tourer than a supercar in today's world, but you'll struggle to find a better way to tour than in a 456 GT. ☒

Many thanks Adrian Hall Carpenter for the loan of his 456 and also to Foskers (foskers.com) for their assistance with this feature.

Passionate about performance cars?

Experience the thrill of driving every month with **evo**, the greatest source of performance car content anywhere in the world. Subscribe today and receive 5 issues packed full of the hottest cars, latest products, rigorous road tests and much, much more. **PLUS**, receive an exclusive **evo** racing stripe cap **FREE!**

Your 5 issues of evo for £5 offer includes:

- Your first 5 issues for just £5 then save 11% on the shop price
- **FREE evo** racing stripe cap
- Get exclusive collectors' edition covers
- **PLUS** pay only 83p more per month if you add the **NEW DIGITAL** edition to your subscription



Exclusive
FREE
gift



AVAILABLE IN...

PRINT

Quote offer code

D1508P

when you call or
order online

Order 5 issues for £5,
then continue for just £23.99
every 6 issues by Direct Debit



PRINT + DIGITAL

Quote offer code

D1508B

when you call or
order online

Order 5 issues for £5, then continue
your subscription for just £28.99
every 6 issues by Direct Debit



For credit card payment options, visit www.dennismags.co.uk/evo

Gifts limited to the first 120 subscriptions. Please allow 28 days for delivery. Gift available to UK only. Alternative may be supplied.
evo digital edition is now available on iPad, iPhone, Kindle and Android devices.

FREE evo CAP

Exclusive
evo
gift



when you get 5 issues of evo for £5

ORDERING IS EASY

Visit dennismags.co.uk/evo

OR CALL 0844 844 0039

USA Call 1-866-622-5138 or visit www.imsnews.com/evo

Rest of the World Call +44 1795 592 908 or visit www.dennismags.co.uk/evo

Quoting **D1508P** for print only edition or quoting **D1508B** for Print+Digital edition

Fast Fleet

NEW ARRIVAL

Ford Focus RS

After **evo's** trials with the Mk1 Focus RS, this car has some cheek turning up for Fast Fleet duties

FORD FOCUS RS

by Richard Lane

Subeditor

NEW

Lane finally gets his hands on the rally-inspired machine that set the tone for the millennial hot hatch power wars



RANGE ROVER SPORT

by Richard Meaden

Contributing editor

Few machines satisfy in as many ways as the latest Range Sport, says Meaden, but as a sports car? Maybe not...



RENAULT MÉGANE

by Richard Meaden

Contributing editor

Spoiled-for-choice Meaden compares the Mégane Trophy to the new Porsche Cayman GT4. If Stuttgart did hatches...



PEUGEOT 106 RALLYE

by Richard Meaden

Contributing editor

A squinty-eyed '90s legend sees the light of day for the first time in nearly two years, with controversial plans afoot



FERRARI F40

by SSO

Contributor

New seats are in order for our wonderful F40, which is also being readied for a European excursion in the summer



SUBARU WRX STI

by Stuart Gallagher

Managing editor

After a month driving anything and everything but his long-term Subaru WRX, Gallagher has a shock confession to make



BMW M4

by Dan Prosser

Road test editor

Longer, brighter, drier days might just give the M4 its best chance to persuade Prosser that it's a very good road car



PORSCHE 911

by Jethro Bovingdon

Contributing editor

A pristine paintjob means Bovingdon's fake GT3 looks better than ever. Trick engine mounts and Alcantara are due



KIA PROCEED GT

by Aston Parrott

Staff photographer

What's the one thing, Parrott asks, that makes the Kia so much more appealing than many of its contemporaries?



FORD FIESTA ST

by Henry Catchpole

Features editor

Winter tyres in March? A necessity, says augur Catchpole, as he gets to grips with his newly powerful hatch



SKODA OCTAVIA vRS

by Dean Smith

Contributing photographer

Smith swaps into Eveleigh's excellent and mechanically similar SEAT Cupra to find out exactly what he's missing...



PORSCHE 911 SC

by Nick Trott

Editor

Alien rust. That's right – Alien rust. Lacklustre heating is the least of Trott's 911-related worries this month



BMW 2002

by Will Beaumont

Designer

Beaumont's Munich classic gets sandblasted. Fingers are very much crossed for as little filler required as possible...



SEAT LEON CUPRA

by Ian Eveleigh

Production editor

Eveleigh's been baiting his local boy racer (who is grown up and actually doing very well, thank you very much) and his Audi S3



AUDI S1

by Jethro Bovingdon

Contributing editor

Bovingdon investigates the S1's driver modes, but rues the lack of a setting that allows him to mix and match



Also on the evo fleet:

Ferrari 458 Italia, Ford Escort RS2000, Lancia Integrale, Lamborghini Murciélago, McLaren 12C Spider, Ferrari Scuderia Spider 16M, Nissan GT-R, Renaultsport Clio 182, Toyota Celica GT-Four WRC, Maserati GranCabrio Sport

I'd only ever parted cash for one car before – my Integrale – and that was through word of mouth. Hence my delight after an uneasy drive down to the south coast at the sight of a cast-iron Brit hit of a classic sports car that had clearly been maintained with the help of a bank account greater in stature than mine by several orders of magnitude.

And the Cortina wasn't alone. Adjacent were a Ferrari 328 GTS – a flawless gem in Rosso Corsa, natch – and a pert Pagode wearing the most enchanting blue you'll ever see: Mittelblau Metallic, I think. Another dust cover receded and my eyes adopted Tarsier proportions as they drank in an Elan Sprint in glorious Lotus Yellow. It had undergone the restoration to end all restorations and packed an extra two ratios over the original four-speed Ford-supplied 'box. It's now quite the continental tourer, I was told, and you'd grimace – truly, you would – if I divulged the price paid for even the reconditioned chrome

filler cap. It seemed an utterly self-indulgent machine. I still want it.

Best of all was that I wasn't even at what would surely be a delectably stocked dealer. I was standing in somebody's garage (which in fairness was the size of some classic car dealerships) with a Ford Fiesta ST obediently waiting outside – two, if you include the one I'd driven down in. Mine wasn't Mountune-fettled, mind, which along with everything else (did I mention the M3?) told me that the man at whose invitation I was there had excellent petrolhead tastes and a penchant for performance. Very encouraging.


With my imagination hysterically writing cheques I couldn't possibly cash, it was time to get back on course. A 62,000-mile Mk1 Focus RS was easily the least expensive car in sight, but it's a proud modern classic and I badly wanted one. In fact I desperately needed one, I'd convinced myself, because wonderful as my Lancia is, its Italian inclinations are not well suited to

'I badly wanted one. In fact I desperately needed one, I'd convinced myself'

Date acquired	January 2015
Total mileage	65,221
Mileage this month	1132
Costs this month	£262 (major service)
mpg this month	25.3

hard graft. Meanwhile the Ford, I'd variously read, goes like a burnt bobcat, corners like a swingball and is pleasingly practical, and at £9000 this one fitted my *absolute* budget like a regrettably well tailored glove.

0053 CJK was also mercifully unmodified, had a full dealer service history, boasted the stitched seats and pink throttle cable grommet of a 'phase two' car, and had been maintained, I was assured, with no expense spared. Looking around, I could believe that, and an hour later the test-drive was done and so was a deal. I skipped off to the bank.

Anyone who's read the account of a frosty, flat-out road trip to Cologne in *evo* 207 can deduce that, three months on, this car is fulfilling expectations. They'd also know that for me a Focus RS of this vintage has been quite a long time coming. Truth be told I'm already sold on it; converting the office doubters will take time. Now, which way did Dickie's 'hardcore' Mégane go? 

Richard Lane (@_rlane_)



THE RANGIE SPORT is something of a conundrum, at least in the high-octane bubble that is the **evo** Fast Fleet. Big, bulky 4x4s should be anathema to a magazine that lives by its 'Thrill of Driving' mantra, yet much as the editorial team might protest at the vulgarity of such behemoths, when it comes to a special weekend away or long motorway trip, it's amazing how as individuals we're more than prepared to sidle up to Mr Trott and ask to borrow his long-term.

Hypocritical? Abso-bloody-lutely! Especially when you've planned to take your father to north Wales and show him all the **evo** haunts, including the Triangle and the Groes Inn. Actually, I've always been open about my admiration for the 'proper' Range Rover, but the Sport has always made me feel uneasy, largely because the first-generation version wasn't a true Range Rover beneath the skin, and also because making a Range Rover sporty seems unbecoming. However, now that the latest Range Rover and Range Rover

Range Rover Sport

Can a family road-trip to **evo**'s favourite north Wales haunts help Meaden make peace with the sporty Range Rover?

Sport share the same underpinnings it has more credibility, while the big difference in price certainly tests one's principles.

It's a fair old schlep from Meaden Towers to Betws-y-Coed – 250 miles each way, to be precise – but the way the Rangie steamrollered the motorway into submission was utterly majestic. It's a cliché to mention the elevated driving position, but there's no denying that the commanding view is equally relaxing. Coupled with a creamy V8 diesel that lopes along in near-silence at 30mpg on a steady cruise, plus comfy heated/massaging seats and an epic sound system, the Sport is a rather wonderful way to travel.

Leaving the M6 at Telford to take the more scenic A5 via Llangollen

provided a more complete test of the Sport's dynamics; the fast, sweeping A-road challenged its poise and the slower-moving trucks required some decisive overtaking. It stayed surprisingly flat through the corners, and if you harness the torque rather than stretch the engine to the upper reaches of its rev range, the Sport always feels muscular. Hold gears for too long, however, and the mid-range muscle soon fades. For fireworks you need the supercharged petrol V8.

Snow was falling up on the Triangle and the Llanberis Pass at the foot of Snowdon, so I was pleased Mr T had the fab-looking rims shod with all-weather rubber. Actually I was disappointed that in the end we had little more than slush to contend with. Solace was found at the

vast Black Rock Sands beach near Porthmadog, where I couldn't resist chucking the Rangie around. The DSC would never completely relinquish control, but we had some fun and left some artistic 'hoon circles' in the sand before making our escape and finding sanctuary – and a soothing pint – by the Groes Inn's roaring fire.

Like me you've possibly got misgivings about cars like the Rangie Sport, but hand on heart I can't think of anything that would have multi-tasked with such aplomb. I couldn't have one at the expense of all other cars – it might be called Sport, but it's absolutely not a sports car – and money-no-object I still prefer the image of the less flashy, more noble Range Rover, but there's still something very special about this car. Er, Nick, I was just wondering...

Richard Meaden

(@DickieMeaden)

Date acquired	December 2014
Total mileage	10,676
Mileage this month	1390
Costs this month	£0
mpg this month	29.4

'I've always been open about my admiration for the "proper" Range Rover, but the Sport has always made me feel uneasy'



Renaultsport Mégane 275 Trophy

Meaden's hatch remains a firm favourite in the face of regal competition

I T'S BEEN A DISJOINTED few weeks for the Mégane and me, with back-to-back trips to mainland Europe forcing me to leave it at home, or languishing forlornly at the airport, parked incongruously amongst the ranks of grey German saloons and SUVs.

Each time I've been away to try something special: Switzerland in an S65 AMG Coupe for the Geneva motor show and flights to Portugal and Spain for the launch of the Cayman GT4 and a track test of Audi's new TT Cup race car. Five months into my custodianship of the Mégane I feel I really know it well, so such trips are a neat way of seeing an old friend through fresh eyes.

The luxury of a near-£200k coupe



might have shown up the Mégane's lack of comfort, but despite trading a ventilated massage seat for a hard Recaro, and multi-mode air suspension for race-bred Öhlins dampers, the Trophy is surprisingly habitable and blissfully simple.

The Cayman GT4 was a tougher act to follow. Indeed for the first few miles I worried it may have made me even more of a handling snob, but once I'd got used to the corrupting effects of front-wheel drive, I was

chuffed to find that in its own way the Trophy is every bit as cohesive and absorbing as the near-perfect Porsche. And the Audi race car? Well, that convinced me I really ought to get the optional big brake kit fitted by Renaultsport before taking the 275 on a few trackdays; maybe even do something daft and fit slicks, or simply take it back to its spiritual home, the Nürburgring.

Until then I'm happy to continue enjoying its incorrigible character

and the way it does that brilliant hot hatch thing of fitting readily into ordinary life without ever delivering an ordinary driving experience. It's going to be a fun spring and summer.

Richard Meaden

(@DickieMeaden)

Date acquired	November 2014
Total mileage	5009
Mileage this month	1903
Costs this month	£0
mpg this month	28.7

Peugeot 106 Rallye S2

Spare cash and a desire to tinker are creating a perfect storm



BARN FINDS. WHO doesn't love the romantic fantasy of pulling open the creaky door of an outbuilding to reveal a classic car in need of saving? To be honest I'd always wondered how these poor cars came to be lost in the first place, but having tucked my Rallye away in 2013 with the intention of driving it the following spring, now – almost two years later – I can see how even cherished cars fall victim to life's more pressing priorities.

The reason I stashed the Pug is an all-consuming house-build, fondly known as The Meaden Project. If you've undertaken a similar venture you'll know that when you finally get close to completion, time, energy and cash are in short supply. Then construction of the garage commences, and the cycle restarts.

Well, I'm pleased to say the time has come to exhumate the Rallye from its dingy resting place. While it's been off the road I'd actually toyed with the idea of selling it and putting

the funds towards a Pug10ff 205 GTI-6, but then that would be a bit daft when I've already got a cracking example of '90s hot hatch magic gathering dust, feathers and owl poo in the barn at the end of my garden.

So, the plan is to play around with the Rallye a bit. I had some major and very successful head, cam and ECU work done to the 1.6-litre motor some time ago, but there are other areas I'd like to improve to make it better on road and happy to do an **evo** track evening or two. Knowing how good the Pug10ff boys are, I'm going to entrust the project to them. Nothing too radical, you understand, but one element might upset a few. Did someone say power steering?

Richard Meaden

(@DickieMeaden)

Date acquired	March 2009
Total mileage	59,882
Mileage this month	0
Costs this month	£0
mpg this month	n/a

BMW M4

Our M-car takes to the world-famous – and expansive – tarmac at Silverstone, and Prosser looks forward to the drier months ahead

DESPITE EVERYTHING THIS magazine has told you over the past 17 years, there are just two types of car in this world – those that look best when clean and those that are resplendent in road grime. Given that my enthusiasm for washing cars is comparable to Eric Pickles' love of fell running, it's a little inconvenient for me that the M4 falls firmly in the former camp, but I've made an effort to keep it looking good nonetheless. Mostly by taking it to the local hand car wash, I admit.

It's to do with the sharp crease lines that run from the headlights, across the bonnet and down the flanks. When mud and muck stops the light from picking out these lines, the car looks flat and loses its menace. Given that I've been running it during the winter months when the roads are at their filthiest, it's

taken a sustained effort to keep the car looking smart.

The winter has dulled the M4's shine in dynamic terms, too. It's an over-engined car at the best of times, and on a slippery road surface there's no fun to be had from trying to use its mighty performance. But with the evenings growing lighter and the trees turning greener, there will be more opportunities to give the car a proper workout. I suspect my final couple of months with the M4 will be the most enjoyable.

Predictably enough, the M4 has also been back out on track recently. Mission Motorsport held one of its trackdays at Silverstone, just down the road from the office, so under the pretence of giving some of their guys passenger rides, I toddled on over to drive a circuit I'd never driven before. Although we were only using

'I suspect my final couple of months with the M4 will be the most enjoyable'

the short National layout, I was amazed at how lost the 425bhp BMW felt on such a wide track. Even quick road cars are more fun on tighter, twisty circuits.

Finally, I received a surprising tweet from **evo** managing editor Stuart Gallagher a few weeks ago. He'd borrowed the M4 for his long commute and, just wanting to get home rather than stop for fuel, had covered 101 miles on a range readout of 60 miles. With a light right foot he achieved 33.9mpg at an average speed of 56mph. I replied with some scathing abuse, naturally.

Dan Prosser (@TheDanProsser)

Date acquired	October 2014
Total mileage	12,684
Mileage this month	2440
Costs this month	£0
mpg this month	24.5

Ferrari F40

SSO reveals the lengths required to keep his Italian in top condition

THE F40 RECENTLY left its storage cocoon after a long five months of slumber. Its time in the sunlight was brief, as it quickly disappeared into a Carrs Ferrari transporter to be chauffeured off for its annual service. I don't imagine it was particularly pleased by this miniature trip under its own power; the F40 has always run at its best when it has had regular usage.

With me currently living in the States, but US import rules meaning the F40 is stuck in the UK, its service schedule is presently completely time-, not mileage-based. That said, for the last several years February has seen it head down to the south-west for its annual check-up and fettling. Regardless of where the F40 has been living, the timing on the service has been sacred.

As per prior years, the 'rolling restoration' continues with this latest trip to Carrs Ferrari in Exeter. This year's focus items are the seats. After a couple of decades, I have to admit they have become quite grubby and worn in a few areas. As with most things related to the F40, getting the seats re-covered properly is neither inexpensive nor easy. To do it properly and with the right material, the seats need to be removed from the car and shipped down to Tappezeria Luppi in Modena, Italy. The entire process

takes six to twelve weeks, depending on how busy Luppi is. The F40 will live at Carrs until the seats return.

As for the rest of the service, it was completely routine. The major item this year was the biennial cambelt service, and the only extra item was a new accelerator cable, as the old one had become stiff and notchy with age. I also had the tyres checked for both wear and age. The report back was that they should be good for at least one more year. This was a relief as F40 tyres are becoming increasingly difficult to get hold of.

The only other item I queried was the accuracy of the fuel gauge. The F40 has twin 60-litre tanks, but every time I filled it up with the gauge reading around a quarter, the most it would take was around 60 litres. The explanation was pure Ferrari maths at its best: the F40 is supposed to hold around 120 litres in total but normally shows full at 100. A quarter of a tank is around 25 litres plus there is a reserve of 20 litres, so if you add 50 or 60 litres it will register around 100 litres, which will read full...

Once the service is done and the seats refitted, the F40 will be returned to storage for at least a couple more months. However, I am planning a European road trip in June, so the car should get a good long run-out then.

Secret Supercar Owner
(@SupercarOwner)

Date acquired	November 2006
Total mileage	44,188km
Mileage this month	100 yards
Costs this month	A lot
mpg this month	Move along...



Subaru WRX STI

An opportunity to sample a cross-section of BMW's 'M' range means Gallagher has been neglecting the STI of late...

EACH MONTH, *evo's* esteemed production editor, Ian Eveleigh – the linchpin to you receiving your magazine and app updates on a regular basis – emails the Fast Fleeters with deadlines and word counts for these very reports.

He's a considerate chap, is our Ev. The brief arrives around halfway through the preceding month – just long enough for us to have been here and there in our Fast Fleet steeds since filing copy for the last update, but with still enough time before the impending deadline to undertake a specific task or embark on a favourite journey to report back on. He even factors in time for photographers Dean Smith and Aston Parrott to shoot any particular areas we are considering scrutinising, or to come along on a journey to capture us enjoying the moment in our Fleeter.

However, what Ev hasn't taken into account is the custodian of a Fast Fleet member not actually driving his car for the last four weeks. Which would be me. I hadn't deliberately banished the WRX to a corner of *evo* Towers, rather a BMW 30 Jahre M5 was far too tempting a proposition to pass up

on, so I enjoyed its twin-turbo V8 for a the best part of a week before swapping into an M235i Cabriolet, which uses an equally delectable drivetrain but suffers greatly from having its roof removed.

I then required the editor's Range Rover Sport for a photoshoot for a few days before the unimaginable happened and road test editor Dan Prosser handed me the keys to his M4. I was as shocked at his gesture (and that the rear tyres still had some tread left) as he was at my ability to eke over 30mpg from his most treasured possession.

There was also the small matter of *evo's* answer to Steven Spielberg, film-maker Sam Riley, taking a much-needed two-week holiday, which meant using the WRX to get himself to and from the airport now that his Golf GTI has returned to VW. So, the WRX and I have been strangers this month. And believe it or not, I've missed it.

Stuart Gallagher
(@stuartg917)

Date acquired	December 2014
Total mileage	11,186
Mileage this month	1030
Costs this month	£0
mpg this month	25.1

Porsche 996 Carrera

Bovingdon's modern classic is reborn, and there are further modifications planned

S SO IT'S BACK. Finally, the 996 has come home, and it looks sensational. Over the last few months it's been a source of frustration to me and a labour of love for Prestige Car Refinishing in Northampton, but now it seems like the wait, the little niggles (like when I lost all the fixings for the windows – oh, how I laughed. Or cried) and the expense were entirely justified. My loved but threadbare Carrera is now almost impossibly shiny, has a flawless finish and just looks, well, the bol**ks. Excuse the language, but you get the gist – I'm a happy boy.

The job escalated from a quick blow-over and repair of the really scraggy front bumper to a full-on glass-out respray. We didn't need to go crazy and back to the bare metal, but everything that could be removed came out and was stripped back, repaired and prepared for paint. And it got a lot of paint – five base layers before the clear coat went on and the final polish was

applied. The polyurethane front bumper was expertly repaired, the horrid rear spats were removed (revealing a big hole in the bumper itself, which has been magicked away) and the car also now benefits from new front and rear window seals, a new sunroof seal, a new Porsche crest, a new front splitter and a few other bits and bobs. Of course, there's still more I could do. The wiper arms are pitted from stone chips and the windscreen is covered with tiny marks, too. But sooner or later you have to just be happy with the transformation and stop spending money...

Actually, I still need to get some new sill plates, and the car is currently running on just three of those gorgeous OZ Alleggerita wheels, plus a Porsche five-spoke, as I haven't sourced a new tyre after my puncture in Anglesey. Oh, and I fancy a steering wheel retrim in Alcantara. But top of the list is to drive the car and enjoy it.

Can I still enjoy it now the

bodywork is pristine? So far, yes. Although I will admit that the thought of happening across a newly resurfaced road gives me nightmares. So much so that I'm going to look into some sort of paint protection. It sounds a bit pathetic but I'd really like to keep it looking as fresh as possible, although I'm determined to always enjoy what this car does rather than how clean or shiny it is.

And what it does is still very high quality. The steering is really like nothing found on a car on sale today, apart from maybe an Evora or Elise, the Bilstein dampers allow enough body movement for the car to do that little 911 dance all the time, and the engine sounds glorious when it rips around to the limiter. There's no question in my mind that a 996 Carrera is the most exciting, special car you can buy for not a lot of money right now.

There is one more imminent upgrade. When I was out in the US recently driving a Sharkwerks



'There's no question in my mind that it's the most exciting, special car you can buy for not a lot of money right now'

997 GT3 RS 4.1 (yep, as good as it sounds – see page 108 for the full story), I picked up some RSS Tarmac Series semi-solid engine mounts. Sharkwerks say they're quality items and bring a bit of extra connection without introducing so much NVH as to make the car undrivable (you can get solid engine mounts but they're really only for full race cars by all accounts). So next month hopefully my 996 will have even more attitude and be aligned even more closely with my idea of 911 heaven. Plus, perhaps, that paint protection.

Oh, and my favourite bit of the new look? The simple black 'Carrera' badge on the engine cover. No more 'fake GT3' jibes from my learned colleagues? Fat chance.

Jethro Bovingdon
(@JethroBovingdon)

Below and left: hard work of Jason Skears and the team at Prestige Car Refinishing (prestigecarrefinishing.co.uk) really paid off

Date acquired	May 2013
Total mileage	142,936
Mileage this month	33
Costs this month	Quite a lot
mpg this month	26.6



Kia Proceed GT

Some time at the wheel of a different hot hatch and a memorable drive on great roads have helped Parrott discover the Kia's entertaining side

I I RECENTLY HAD the chance to drive our SEAT Leon Cupra 280 long-term for a couple of days, while shooting the class-of-2015 hot hatch test in south Wales (evo 207), and I soon found myself enjoying having the extra power under my right foot. In fact I thought getting back into the Kia afterwards would be awful.

I was wrong. For me, there is one key facet missing from our SEAT, and that's a manual gearbox. I can think of no better connection between man and machine than shifting up and down a car's gearbox yourself, with a lever and a clutch pedal. I love the feeling when all of the motions needed to drive a manual car well combine into one fluent act, making you feel like a driving god (stop laughing back there).

Of course, in reality all you've done is braked, downshifted, turned into and then accelerated out of a corner without making a mistake. It doesn't really matter how many milliseconds you may have lost by swapping cogs the hard way; what really matters to me is that it's so much fun.

Talking of fun, driving to Blaenau Ffestiniog in the Kia to shoot the super-saloons group test for **evo** 208 was just amazing. We arrived as the sun set behind Snowdon's peaks and the heavens decided to open, turning roads into rivers and making driving conditions... interesting. I was behind the Vauxhall VXR8 GTS on narrow valley roads, my wipers on max and my window lowered a fraction to better hear the angry noise from the V8 in front. And the Proceed did a great job of keeping up with those vastly higher powered saloons, especially in the wet, where its new Michelin Pilot Sport 3 tyres performed just about perfectly.

So I've seen a new side to the Kia these last few weeks. Turns out it really can be great fun once you understand how to massage the most out of its performance.

Aston Parrott
(@AstonParrott)

Date acquired	May 2014
Total mileage	21,680
Mileage this month	1030
Costs this month	£0
mpg this month	30.7





Skoda Octavia vRS

Same but different: Smith swaps his hot Skoda for our hotter SEAT for a subjective comparison

THE VW GROUP'S MQB platform is much like the food from my local Pizza GoGo. The basic platform stays the same throughout the various ranges, but the end product can be completely and utterly ruined by its toppings. For example, putting fish on a pizza is the equivalent of

placing a rattly four-cylinder diesel in a convertible 'sports' car – both are terrifyingly disgusting, yet some customers order them and so the manufacturer has to offer them.

Both 'my' vRS and production editor Ian Eveleigh's SEAT Leon Cupra 280 use the MQB platform, so we swapped cars for a few nights

to see if the extra 15mm in the vRS's wheelbase, an additional 59bhp for the SEAT, and a few other differences can be felt in the driving dynamics.

The Cupra was always going to be quicker, but it's quite surprising just how much quicker it is considering the engines feel almost identical and share the same torque figure (258lb ft). The SEAT's 0-62mph time is over a second ahead, at 5.7sec (DSG) against the Skoda's 6.8sec (manual). The SEAT also suffered from less scrabble at the front end out of corners and has far superior turn-in grip – although this wasn't a completely fair test, as the vRS is still wearing winter tyres. The Cupra's ride is also much firmer, but with superior damping over broken roads compared with the vRS.

The Leon is clearly set up to be the more entertaining and dynamic of the two. However, like fellow photographer Aston Parrott (see page 137), I found the DSG 'box robbed it of involvement. I was happy to swap back to the vRS's smoother ride and old-fashioned manual gearbox, even if it does feel slow in comparison.

However, knowing that the chassis can handle more power, perhaps an ECU remap might make the vRS a little more exciting. ✕

Dean Smith (@evoDeanSmith)

Date acquired	September 2014
Total mileage	13,022
Mileage this month	786
Costs this month	£0
mpg this month	33.1

Ford Fiesta ST

Catchpole juxtaposes winter tyres and a little bit more power

IM SURE THE chaps at Tyres Northampton wondered what I knew. Had the old Catchpole knees been portentous of something worsening in the heavens? Perhaps I had some predictive seaweed hung up on the porch at home. Meteorologically it certainly must have seemed an odd decision to swap summer tyres for winters at the beginning of March.

The reason for the change was that I was heading for the Alps via the Geneva motor show, and although the snow had been relatively tame in the mountains this year, it nonetheless seemed wise to be prepared. The otherwise

excellent ContiSportContact 5s had also picked up two unrepairable slow punctures, one in each of the rear tyres, so some new rubber was required anyway. Curiously, finding 205/40 R17 winter tyres was not easy, with Pirelli the only brand to come up trumps. Once fitted, I was expecting a dramatic plunge in grip levels with the Sottoseros, but though the squirm factor definitely increases and you can feel the tyres going away from you at their limits, there's nothing like the drop in outright grip I was expecting.

A couple of people have commented that they can't feel much difference with the Mountune upgrade that was fitted last month. I think there are two reasons for this. Although on paper the gain is about 33bhp, in reality it's more like 15bhp because the ST in standard tune actually has a maximum of 197bhp available through the overboost function, which only drops away after a healthy 15sec of sustained



throttle. The other reason is that the power and torque curves have simply been lifted up by Mountune without the profiles changing. This means the way the engine delivers its power and torque hasn't changed, which is good, but perhaps makes the increases less obvious. Although it hasn't turned into a rabid RS wannabe, you certainly notice the extra torque if you've been used to the standard car. The sound at

idle has morphed to take on a hint of burble too, although that could just be another indicator that a cold front is moving in from the north. ✕

Henry Catchpole
(@HenryCatchpole)

Date acquired	July 2014
Total mileage	15,097
Mileage this month	2218
Costs this month	£302.76 (four tyres)
mpg this month	38.1

Ford Fiesta ST



 Suitable for
NEW Scottish
Limit

If you drank 4 pints between 9pm and midnight, you may not be sober until noon the following day*. That's why almost 1 in 5 drink drive accidents happen the "morning after"**. AlcoSense quickly and accurately shows your blood alcohol level, so you know when you're clear.

AlcoSense Single Use Only £2.99

Single use disposable breathalyser.
UK market version of product used by French Police Force for roadside screening.
Works with all UK and Irish limits, including NEW Scottish limit.
Results in 2 minutes.



AlcoSense Lite Only £39.99

Reliable
Intermediate level sensor for good accuracy, blow tubes for improved sample quality.
Clear
Results in seconds. Alerts you when close to or over the drink drive limit.

WHATCAR?
BEST BREATHALYSER UNDER £40



AlcoSense Elite Only £59.99

Accurate
Premium semi-conductor sensor for high accuracy, blow tubes improve sample quality.
Consistent
Blow Pressure Sensor and self cleaning increases accuracy and consistency.
Clear & Future Proof
Results in seconds. Alerts you when you are close to or over the limit. Recalibratable for many years of use.

WHATCAR?
BEST BREATHALYSER UNDER £100

Available nationwide at Halfords & in selected Boots Stores.
Find your local outlet at alcosense.co.uk/dealer-location/



Order at www.alcosense.co.uk or call 0800 195 0088

** 17.1% of drink drive accidents are between hours of 5am and 1pm (Source: Dept. for Transport, Road Accidents and Safety Annual Report 2010)
* 4 Pints of Abbot Reserve contain 14.8 units of alcohol (Source: Greene King) and each unit takes 1 hour to leave the body (Source: NHS). Therefore 14.8 hours after 9pm the alcohol will have passed from the body.

Porsche 911 SC

Rust never sleeps, and neither will Trott until he gets to the source of his 911's new red-brown rash

B BACK IN 2002 my 911 SC underwent a pretty thorough restoration, and fortunately I still have the pictures and paperwork documenting the process. The car was a mess pre-restoration – indeed I wince when I look at some of the images – but when I study the car today I'm impressed that the work undertaken has stood the test of time.

From the pics and the paperwork, it's clear that PAB 169Y suffered from 'Alien rust', in that it was exploding from the inside out... This type of rust is fairly common with old 911s – if you can see some rust on the outside it's likely to be ten times worse on the inside. As you



can see from the photos, my car had some drastic rot in some devilishly difficult-to-access places. In fact I'm surprised the car wasn't euthanised.

However, a previous owner decided to save the car and lavish a very thorough restoration on it, and I'm thankful he did. The car had new wings, sills and 'kidney bowls', restored rear arches and more.



Having been stripped completely bare, including the glass and interior, it was then rebuilt and painted in the original Slate Blue.

So why mention all this now? Well, a few patches of rust are appearing and I hope to the god of Giger that this isn't Alien rust. If it's a few isolated patches, I'll get them sorted and move on. If it needs more work,

Left and below left: Trott's SC underwent a thorough restoration in 2002 (shown), with new sills and front wings just the start of it

well, I'll need to decide whether to go for another total restoration (and donate body parts, again) or just accept a more general blow over.

Financially, I would of course be happier with the latter, but psychologically it would haunt me that I didn't give the car the full treatment. Just like rust, these old 911s really get under your skin...

In other news, RPM Technik have fitted the new heater sliders mentioned in *evo* 208 (replacing the rotary dial between the seats), but the weather's been so mild I've not tested them. More next month... ✕

Nick Trott (@evoNickTrott)

Date acquired	March 2014
Total mileage	90,618 miles
Mileage this month	0
Costs this month	£1700.40 (heater system rebuild, fuel line repair, sundries)
mpg this month	n/a

BMW 2002



BMW 2002

Beaumont tentatively opens Pandora's box of ageing bodywork

S SHOTBLASTING A CAR is an unnerving proposition. After removing everything, I didn't think my 02's shell looked too bad, with only a few small areas of rot. But of course the paint could still have been hiding all manner of sins and sandblasting might reveal that,

instead of being made from steel, it was actually a *Blue Peter* project made out of lollypop sticks, papier-mâché and sticky-back plastic.

So, we sent the shell off to be blasted, with it mounted on a fully rotating, fully manoeuvrable spit made expertly from two engine

stands by my dad at a fraction of the cost of the weedy, castor-less restoration spits on eBay. He also knocked up a dolly for it to sit on once the underside had been done.

The original plan was that just the underside, interior and engine bay would be blasted and the outer paint then stripped by the painters. Once I'd told the painters that Shane from Faircharm Restorations was blasting it, however, Andy Coekin (the painter) advised that he should just blast the entire car. Inexperienced blasters might have distorted the outer panels while getting rid of the paint, but Shane, with his gentle, expert touch, removed the paint without issue.

Once down to the bare metal it didn't quite look like something Anthea Turner had made earlier, but what was uncovered wasn't nice. Considering some of the other work I've encountered by the

previous owner, I shouldn't have been surprised. When I first got this shell I assumed any work had been done by someone who was either permanently in a rush, blind, had a death wish, or all three. Few things had been properly finished and anything that had been completed was done to a poor standard.

The freshly exposed 'repair' work looked like it had been hurried through by someone with the same poor welding skills as, well, me. These maladies had then been covered with inches of filler. A lot more welding than I had anticipated is now needed. ✕

Will Beaumont
(@WillBeaumont)

Date acquired	July 2008
Total mileage	146,050-ish
Mileage this month	0
Costs this month	Too much
mpg this month	n/a

Telephone:
01727 790 100

Email Us:
sales@rtecshop.com



The Ultimate Vehicle Enhancement Superstore

www.rtecshop.com



WHEELS & TYRES • SUSPENSION • BRAKES • EXHAUSTS • REMAPS • CUSTOM INTERIORS • WRAPS • TINTING

"For people who care about their cars and want to make a statement R-Tec sells the highest quality and most innovative products on the market today, at the right prices, because for the R-Tec team value and pride are everything."



THE STORE - ST ALBANS

Featuring Huge Showroom, Cappuccino Coffee Bar, Relax Area & Experienced Helpful Staff



STATE-OF-THE-ART WORKSHOP

Featuring 8 ramps, laser wheel alignment, custom made exhausts, touch-less tyre machines



3000+ WHEELS IN STOCK!

Huge stocks of wheels and modifying products in store and online at: www.rtecshop.com



5000 BRANDED & BUDGET TYRES

Falken, Bridgestone, Pirelli, Michelin, Kumho, Yokohama, Goodyear, Continental, Hankook & more...



FULL SYSTEM / CAT-BACK EXHAUSTS

Performance Exhausts by QuickSilver, Scorpion and Milltek. Plus custom-made Reflex exhausts



BRAKE UPGRADES & CALIPER PAINT

EBC Disks & Pads, Brembo Brake Upgrades, E-Tech Caliper Paint, Drilled and Grooved Disks. Painting Service in store.



ENGINE UPGRADES & REMAPS

Air Filters, Induction Kits, Intercoolers, ECU Remaps, Bluefin, Revo, Alientech, Dump Valves.



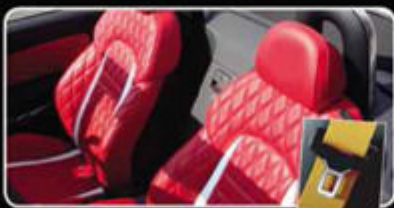
SUSPENSION KITS & COILOVERS

Springs, Coilovers, Shock Absorber Upgrades, Bushes, PI, H&R, Eibach, KW, TEIN, Weibach, AP and more...



SPACING + CAMBER ADJUSTMENTS

Improve your vehicle stance with wheel spacers, alignment, geometry, camber adjustments & more.



CUSTOM INTERIORS

Full seating and dashboard re-upholstering including roof linings, seat belts, and wood / carbon panels



WINDOW TINTING & CAR WRAPPING

Choose from 4 film-shades & an array of Vinyl wraps and textures including Carbon Fibre, Gold, Matt, Gloss, Chrome & more...



STYLING & BODYKITS

Cosmetic exterior upgrades - Spoilers & Bodykits Revere, Hamann, Prior Design, Lumma, Caracore...



H.I.D. / XENON LIGHT UPGRADES

Headlights, Bulb Upgrades, Rear Lights, DRL Lights & more



Visit our wheel website to view our wheel selection. www.rtecalloywheels.co.uk

3000 Wheels in Stock ready for fitting or delivery!



REVERE LONDON, UK DEALER
British Luxury Tuner & Exquisite Accessories

R-Tec Auto Design, Lyon Way, (off Hatfield Road), St Albans, AL4 0QU

Store Open Hours: Mon - Sat 9.30am - 5.30pm

Order Online From: www.rtecshop.com | Telephone: 01727 790 100 | Email Us: sales@rtecshop.com | Find us on Facebook: Search: "R-Tec" | YouTube: /RtecAutoDesign | Instagram: rtecautodesign | Twitter: @rtecautodesign

THE PERFECT FINANCE... FOR THAT PERFECT CAR.



NEW CITY OFFICE OPEN IN LONDON EC2

08450 944 997

WWW.ORACLEFINANCE.CO.UK

ORACLE[®]
F I N A N C E

Please contact us for an individual finance quotation on any prestige or sports car. Finance & terms are subject to status, UK residents only. Oracle Asset Finance Limited is authorised and regulated by the Financial Conduct Authority for the sale of consumer credit. We are an independent broker, dealing with a wide range of lenders in order to give customers a broad and competitive choice of products. We are not affiliated to any motor manufacturer.

SEAT Leon Cupra 280

Audi's latest 296bhp S3 super-hatch has more to worry about than the Golf R, says Eveleigh

I PERFORMED A few – ahem – ‘impromptu acceleration comparisons’ against an Audi S3 recently. Turns out that, with the throttles pinned from around 40mph, the Cupra and S3 are very evenly matched. The Audi may have a 20bhp advantage (296bhp plays 276), but that is all but offset in power-to-weight terms by its near-100kg of extra mass.

It's only when accelerating away from a standstill that the Audi has a noticeable edge; its four-wheel-drive system – the source of that added weight – giving it a momentary advantage over the front-drive SEAT. Excellent though the latter's limited-slip diff is, you'll still get wheelspin and a blinking traction light if you're too heavy with your right foot. Especially if a council gritter has just reduced the mu of an otherwise



dry and grippy road surface. But even so, the difference is small, and realistically, how often is absolute standing-start performance important in the real world?

On a different subject, you've no doubt read about the Sub8 Performance Pack for the Cupra 280, which for £2025 brings 370mm front brake discs (up 30mm) with Brembo calipers, a new design of

19in wheels (in orange or black), new side skirts and, for another £460, the option of semi-slick Michelin Pilot Sport Cup 2 tyres. It effectively gives you the spec used on the Cupra that became the first front-drive car to get below eight minutes for a lap of the Nürburgring Nordschleife. Well, I discovered recently that this kit can only be ordered on new cars, not for retrofitting. Pity. Although it

does mean my colleagues have been saved the embarrassment of having a car with orange wheels parked outside the office... ✕

Ian Eveleigh

Date acquired	March 2014
Total mileage	16,755
Mileage this month	805
Costs this month	£0
mpg this month	29.2

Audi S1

Audi S1

With the S1 still a track virgin, Bovingdon explores its various driving modes



S ADLY THE S1 still hasn't been on track. It's been close, sitting in the paddock at Silverstone and Llandow in the last few weeks, but never quite finding its way onto the circuit. I promise to put this right in the coming days as I'm still keen to see how it performs at maximum attack.

Closing in on 4000 miles, the 2-litre turbocharged engine is certainly freeing up nicely. There's just a little more zip to its response, and in the mid range and at the top end there's some serious bite. Enough to make the S1 hint at a bit of torque steer on bumpy roads. Of course, it's not wrenching the car left and right, but it's nice that despite the S1's four-wheel-drive system, the engine feels like it can make

the chassis work hard at all times. There's polish and security to the S1 but not so much that it feels totally locked down. It's a busy little car, just the way a hot hatch should be.

I'm still working through my preferences for the Drive Select system, but unlike in some of the S1's bigger siblings there's no 'Individual' mode to mix and match engine response, magnetic damper and steering weight settings. It's 'Efficient' (used that once but flaccid response destroys the appeal of a tiny car with a 228bhp engine), 'Auto' and 'Dynamic'. The ride is a shade less settled in Dynamic but it isn't night and day, and the more aggressive setup still works well on bumpy, narrow roads, so I tend to stick with that even on long journeys.

The Auto setting sounds appealing and does bring a bit more pliancy, but it makes the steering too light for me and there's tardier throttle response unless you're really pushing along and the car decides you want the Dynamic response. I'd rather just have that all the time, as it's not one of those awfully over-zealous systems (like a Cooper S in Sport or the VXR mode on fast Vauxhalls) that make you feel like a learner at lower speeds. ✕

Jethro Bovingdon
(@JethroBovingdon)

Date acquired	December 2014
Total mileage	3915
Mileage this month	1609
Costs this month	£0
mpg this month	30.6



BELL & COLVILL®
HORSLEY - LIMITED

Coming soon the Evora 400
Orders being taken now



www.bellandcolvill.co.uk
enquiries@bellandcolvill.com
01483 286483 • Epsom Road, West Horsley KT24 6DG



Market Watch

Knowledge

Insights into the used car market

in association with

CLASSIC & PERFORMANCE CAR
THE WORLD'S GREATEST CARS FOR SALE...



VOLKSWAGEN GOLF R32

Six cylinders and strong pedigree make the R32 a very choice hot hatch

WITH THE VOLKSWAGEN Golf R currently sitting proud as king of the hot hatches, we thought a look back at previous R-badged Golfs could throw up some interesting prospects.

While the Mk6 R and Mk5 R32 have their places in history and the original Mk2 Rallye is already well on its way to collector status, it's the original R32, the Mk4, that has the most potential right now. You might, however, look at the performance figures for this 237bhp hatch and wonder what all the fuss is about. Well, it's all about context.

When the R32 arrived in 2003, we had been denied a decent performance Golf for some time.

The standard Mk4 Golf was solid but devoid of any character, and the GTI badge was simply a trim level with absolutely no sporting pretence, except perhaps on the more acceptable Anniversary models. But now we were suddenly gifted this bodykitted, 3.2-litre V6-engined hot hatch with a clever four-wheel-drive system.

In an early group test in *evo* 053, the R32 faced off against some serious competition. Front-drive rivals such as the Alfa 147 GTA, SEAT Leon Cupra R and Mk1 Ford Focus RS were swept aside, and at the time we actually rated the Golf higher than the Audi S3 and, more surprisingly, the Impreza WRX. Fast-forward 11 years and the Mk7 Golf R once

again defeated some serious competition in our giant hot hatch test in *evo* 195.

The Mk4 R32 has gained quite a cult following in the meantime, and in a world where performance cars have four cylinders and a turbocharger by default, vehicles of this breed have become a precious commodity. Values remain strong for all but the leggiest examples and demand is high. With the modest numbers sold in the UK, values are unlikely to dip much further. If you've always wanted one, finding a nice low-mileage example now might not be a bad idea.

Matthew Hayward

In the classifieds



2003 VW Golf R32

£4650 motoringhub.co.uk
112,000 miles, three-door, blue, black leather interior, FSH with VW dealer



2004 VW Golf R32

£5845 harrogatecarcompany.co.uk
137,000 miles, five-door, blue, Alcantara Recaro interior



2003 VW Golf R32

£7000 german-marques.co.uk
81,600 miles, three-door, silver, black leather interior, FSH, Milltek exhaust

Or consider...

Audi TT Sport (Mk1)

Same engine and drivetrain as the Golf – the 3.2-litre V6 developing an identical 237bhp – but wrapped in a sexier coupe package. A similar budget will secure a nice example, which is rare sight on the roads today.

Alfa Romeo 147 GTA

Ultimately a compromised machine, but if you want a V6-engined hot hatch they don't come with a much more epic soundtrack than this. Impressive looks, too.

Renault Clio V6

Another V6-powered hot hatch, although this one's mid-engined and forgoes any kind of practicality. Ultimately a more rewarding car to drive, though...

Market Watch

Knowledge

Insights into the used car market

in association with

CLASSIC & PERFORMANCE CAR
THE WORLD'S GREATEST CARS FOR SALE...

Ask the expert

Your buying questions answered



Q I've pencilled-in a European foray to the Nürburgring for a couple of years' time (to coincide with my 40th birthday) and want a new car for the trip. My budget is £16,000 and it will be my first time driving the Ring. My heart is firmly set on a Mk2 Ford Focus RS. Is that a good call or should I consider something else?

Jeff Gyekye

A Considering that it will be your first time at the Ring, a sensible commentator might try to convince you that the Focus RS is a bit too quick. The reality of it is, though, that the front-drive Focus is probably quite a sensible choice.

In terms of hot hatches, a used Renaultsport Mégane 265 should be well within budget, and although down on power it will feel a lot more at home on the circuit. It's a more focused machine, but can feel a little bit too hardcore on British roads for some.

Other slightly less sensible cars could

include the E46 BMW M3 or something like the rapid Mitsubishi Evo in VIII or IX-spec. Both would provide suitably different thrills, but it depends what you're after.

The heart often rules the head, however, and you only get to celebrate your 40th birthday once. With 300bhp of warbling five-cylinder muscle under the bonnet, it's easy to understand why you want an RS. As a general rule, RS Fords hold their value exceptionally well, and compared to the Mégane you'll certainly keep hold of a bigger chunk of the original £16,000 after a few years. It'll also cost significantly less to run than the BMW or the Mitsubishi.

Thanks to the RS's clever multi-link front suspension, the front-drive chassis is pretty well sorted and, leaving the driver aids switched on, should keep you out of trouble. It's still a mightily quick and fairly valuable car for a beginner at the Green Hell, but if you're really concerned it could be worth booking in a session with a Suzuki Swift Sport Nürburgring hire car... **MH**

Email your question to experts@evo.co.uk

Just looking

The pick of the classifieds this month



Maserati 4200 GT

£10,999

Marlow Cars

marlowcars.co.uk

01628 822259

Oh how we love the magic of depreciation – when we're looking to buy a car, at least. It ensures many forms of performance exotica can one day be had for a fraction of their original price, and thankfully Italian super-coupes aren't exempt.

It's staggering to think that a car as desirable as a Maserati 4200 GT, which once sold for £60,000, now struggles to edge its way into five figures, and this 2002 example with a mere 32,000 miles on the clock is up for less than £11,000.

Mixing a free-revving 385bhp 4.2-litre V8 with a Cambiocorsa paddleshift gearbox, gorgeous Italian lines and a luxurious red leather interior, its looks, sound and performance should all far exceed what you'd expect at this price. In fact, it's nothing short of a steal.

Sam Sheehan (@evoSamSheehan)



Aston Martin Virage Volante

£54,950

Nicholas Mee and Company Ltd

nicholasmee.co.uk

020 8741 8822

Time your purchase right and one of those drastically depreciated cars can soon turn into an appreciating asset. One perfect example of this is a 1990s Aston Martin Virage Volante.

Far from the prettiest drop-top to wear the Aston wings, the Virage Volante's boxy lines, chunky wheels and gloss-wood dash are all reminiscent of the decade from which it originates. But in a world of fake carbon trim and busy-bodied sports cars, it reminds us what old-school class is – especially when it's finished in the classic combination of British Racing Green paint with a cream leather interior.

This 1996 Volante dates from the latter end of the production run of just 235 cars. Its 5.3-litre V8's 330bhp is sent to the rear wheels via a four-speed auto, and with just 36,000 miles on the clock there's many more years of upper-class motoring left in this old grand tourer. **SS**

Trader chat

Wölfie Kutner **Joe Macari Performance Cars**

Joe Macari Performance Cars have been selling and servicing supercars and classics for over 15 years, and while the main focus of the business is Ferraris and Maseratis, they sell a wide selection of models.

Keeping track of supercar values and staying ahead of trends is difficult, with many cars selling before they're even advertised. **evo** spoke with sales executive Wölfie Kutner, who has a good handle on the market, to work out which cars might

be a smart buy if you're looking to have fun without losing money.

'The market for supercars is still extremely strong, and good cars change hands for top money,' said Kutner. 'As ever, the strongest demand is for the Ferraris, specifically classics such as the Daytona and 330 GTC, but also the special series cars, such as the 288 GTO and LaFerrari. Some of the more modern limited-run cars, such as the 599 GTO, 430 Scuderia,

575 Superamerica, 550 Barchetta and 360 Challenge Stradale are also in demand.

'Exotics from the '80s and '90s are performing extremely well this year. Again, looking at the Ferrari market, cars such as the 328, Testarossa and even 355s are going for incredibly strong figures.

'Away from the Ferrari market, some of the modern Porsches are still on the up, specifically cars such as the GT3 RS 4.0 and the 2004 Carrera GT.'



ASTON MARTIN SPECIALISTS

NICHOLAS MEE & COMPANY LTD



HERITAGE

A SELECTION OF MODERN CLASSICS FOR SALE:



2003 Aston Martin DB7 Zagato - 14 of 99

This example is car number 14 of the 99 which is finished in Solway Grey with Pacific Blue aniline hide. Complete with its numbered car cover, as well the interior trim protection covers, this Zagato has been lovingly cared for throughout its life and benefits from a comprehensive service history from Aston Martin main agents and respected marque specialists. Just 5,800 miles from new. Supplied with a fresh service, MOT and inspection, as well as 12 months warranty and roadside assistance, this car is available to view now at our West London showroom. **£235,000**



2003 Aston Martin DB7 DB AR1 - 82 of 99

One of just two example built in Silver Birch with Black hide interior, this immaculate 6,000 mile roadster has been regularly maintained by Aston Martin main agents and is complete with all interior and exterior covers, original books, owners handbook and Baseball Caps. Supplied with a fresh service, MOT and inspection, as well as 12 months warranty and roadside assistance, this car is available to view now at our West London showroom. **£235,000**



2004 Aston Martin DB7 Vantage 30,000 miles **£35,950**



2005 Aston Martin DB9 27,500 miles **£39,950**



2009 Aston Martin V8 Vantage Sportshift 21,000 miles **£52,950**



2008 Aston Martin V8 Vantage Manual 20,600 miles **£44,950**

Due to a fantastic start to 2015, we are keen to acquire high quality examples of the following Aston Martin models: DB2/4/5/6, V8/ V8 Vantage, Lagonda, DB7 Vantage and Vanquish. For confidential discussion advice on valuation and best route to market, please call our sales team.

www.nicholasmee.co.uk
Telephone: 0844 9672 170
Email: info@nicholasmee.co.uk



facebook

Buying Guide

Knowledge

Your indispensable resource when buying used

Noble M12 GTO/M400 2000-2007



Overview

There's nothing quite like an M12 on sale today, which is just one reason why these ballistic Nobles are cherished **Words:** Peter Tomalin

IT WAS A sad day when Lee Noble parted ways with the company that bore this name. That was seven years ago, and much as we love the current M600 supercar, we really miss the likes of the M12 GTO-3R and M400. As with Lee himself, they may have been a bit rough around the edges, but they had real balls and real ability. Here were mid-engined British sports cars with the performance and handling to stand toe-to-toe with a Porsche GT3, and at a price that brought them within reach of ordinary mortals.

The original M12 GTO appeared in 2000. Adding twin Garrett T25 turbos to Ford's 2.5-litre Duratec V6 gave 310bhp, which in a car weighing only a little over a ton meant a 0-60mph time of 4.1sec and 165mph. A rigid steel frame supported attractive glassfibre bodywork of Lee Noble's own design. There was no ABS, stability control or even traction control, but the chassis was fundamentally well sorted. Noble had arrived.

For 2003 came the GTO-3, signifying a capacity increase to 3 litres and a power hike to 352bhp, dropping the 0-60 time to 3.7sec and lifting top speed to 170mph. But the best was to come later that year: the GTO-3R. A makeover included covered headlights, a reshaped snout and new wheels. Revised suspension and a Quaife LSD sharpened the handling, while a six-speed Getrag 'box replaced the old five-speeder.

The ultimate evolution came in 2004. The M400 had a Roush-tuned 425bhp V6, revised springs and dampers, a slightly slower steering rack and track-biased Pirelli P Zero Corsas. 0-60mph was now a claimed 3.5sec and top speed was well over 180mph. Numbers can't capture the head-scrambling and addictive rush when those twin turbos hook up.

These aren't perfect cars. The standard seats don't suit everyone, the gearchange isn't the best, the fuel tank's small, and you have to be right at the top of your game on wet or even damp roads, while owners talk about build and reliability issues. But the rewards are huge. With only a few hundred built across all versions (just 75 M400s), the best examples are highly sought-after. So you've got to be on the ball. Join the community on Pistonheads, get to know the specialists, keep your eyes peeled, and you too could join the small but devoted band of Noble men.

Checkpoints

Engine and transmission

The Duratec engine is generally very robust, according to Robbie Kazandjian of specialist Bespoke Performance. Even chipped engines give few problems, provided they're well maintained.

'But we strongly recommend fitting a trackday oil sump for extra oil capacity and to protect the engine before you go on track,' he adds. Standard on late 3Rs and M400s, the baffled sump is £828 plus fitting. Early turbo manifolds are prone to cracking, but the popular Tullet replacements are bulletproof. Rubber parts can be stressed by excess heat, so check all hoses and bushes are crack-free and pliable. Early cars had a Magneti Marelli ECU that was unreliable: most now have the upgraded MBE ECU.

The M12's gearchange was never the greatest, but slack cables can be adjusted. Tuned cars put more stress on the transmission so many have an uprated clutch. You can upgrade the gearbox to a six-speeder, but a more worthwhile mod is to fit the Quaife diff.

Suspension, steering, brakes

The top balljoint bushes wear out quite quickly and should be checked at every

service. It's not an expensive job to replace them, but they do need to be checked, along with any rubber parts that are exposed to excessive heat.

Body, interior, electrics

The front and rear clamshells are still available, but are pretty pricey at around £2300 each, plus the cost of fitting, prepping and painting. 'It's a big job,' says Robbie. 'We are talking usually a minimum of 54 hours for a front end, or 30-plus hours on the rear. Then of course there's the lights, grilles, etc. The best advice is don't crash!'

The steel chassis frame resists rust pretty well, but check for any bent tubes that would suggest accident damage.

The interiors are reasonably hard-wearing, but check the carpets for signs of dampness. This could point to a displaced door or window seal, or possibly water getting in through the joint at the edge of the floor. It can be resealed, but it's not a cheap job to do properly (at least 12 hours). Not everyone gets on with the bucket seats, so if possible go for an extended test drive. Cars are sometimes prone to electrical glitches, and the wiring for the fuel pump is worth upgrading. Do check that everything electrical works as it should.



1: check interior for leaks. **2:** brakes aren't heavily stressed. **3:** Ford V6 is reliable



What we said



M12 GTO-3R road test

'You sit low, your eyes on a level with most other cars' door handles. The footwell is tight and offset to the left, and it takes a few moments to unsnaggle feet from pedals. There's no denying that it feels special, as excitingly alien as a mid-engined car should be. Give the small starter button a push and savour the hollow, deep-chested gurgles as the 3-litre twin-turbocharged V6 catches, then settles into a meaty idle.

'The roads are wet, cold and leaf-strewn; hardly the best conditions in which to enjoy a 350bhp, twin-turbo car with neither ABS nor traction control. Short-shift into third before stoking the fire, wait till the wheels are all pointing in the same direction, focus on feeling the onset of a slide... It's taxing, stirring stuff, but god it feels good to actually drive a car, to really concentrate on what you're doing and how the car's reacting.

'With dry tarmac comes abundant grip and the confidence to push harder. What's most impressive is that however hard you push, the Noble never gets ragged or unruly. It's with you every inch of the way. Nothing else for this sort of money can match its accelerative powers and dynamic aplomb.' – *evo* 062



Above: compact supercar styling is entirely justified by the Noble's impressive pace



Above: damp roads should be handled with care due to lack of electronic driver aids

Specification

M12 GTO (M400 in brackets)

Engine V6, 2544cc (2968), twin-turbo

Max power 310bhp @ 6000rpm (425 @ 6500)

Max torque 320lb ft @ 3500rpm (390 @ 5000)

Transmission Five-speed (six-speed) manual, rear-wheel drive (Quaife LSD)

Weight 980kg (1060)

Power-to-weight 321bhp/ton (407)

0-60mph 4.1sec (3.5sec) (claimed)

Top speed 165mph (185mph) (claimed)

Price new £45,500 (£62,495)

Parts prices

(Prices from thelotuscentreonline.co.uk. Tyre price from blackcircles.com. All prices include VAT but exclude fitting charges)

Tyres (each) £90.39 front, £142.39 rear (Michelin Pilot Sport 3 for M12 GTO-3R)

Coilovers (set of 4) £1074 (Gaz)

Catalyst £530

Alternator £253

Oil filter £15.50

Spark plugs (set of 6) £58.54

Servicing

(Prices from bespokeperformance.co.uk, including VAT)

Service at 6000 miles or annually, whichever comes sooner

Small £578.40

Medium (every 12k miles) £744.80

Large (every 24k miles) £933.53

'I bought one' Niall McMahon

'My previous cars have included a C6 Z06 Corvette, an R35 GT-R, a 996 Turbo and a Tuscan S. After the Porsche and Nissan, I wanted something more involving. I was enjoying the Tuscan but a friend let me drive his M400. I was hooked.

'Mine's a 2005 M400 and it had 27,000 miles on it when I bought it. I've had the floorpan resealed and the fuel pump wiring upgraded, and I've also replaced the standard exhaust manifolds with

upgraded Tullet items. Not cheap, but they are fit-and-forget items. I've also upgraded the intercooler and fitted a dump valve to improve drivability – minor stuff. There are plenty of tuning options, but 0-100mph in 8.0sec with a manual gearbox isn't slow...

'I've covered 4000 miles during the first year of ownership, most of those on weekend blasts and meets. The M400 is surprisingly useable, though, and I

have taken it to work. Manifolds aside, it's also been totally reliable. It averages about 20mpg – broadly the same as my previous cars – and tyre and brake wear are minimal as it's so light.

'The dynamics are the best of any car I've driven: fantastic feedback, terrific stability with no tramlining and an LSD that even average drivers like myself can employ effectively out of corners. Lee Noble knew what he was doing.'

In the classifieds



2002 (02) M12 GTO

- + 33,200 miles
- + New 'box with Quaife LSD
- + Upgraded clutch
- + Air conditioning
- + ayrtonportscars.co.uk

£23,900



2002 (02) M12 GTO

- + 75,000 miles
- + Metallic black
- + MBE ECU upgrade
- + Bosch fuel pump
- + motorworldtd.co.uk

£26,950



2004 (54) M400

- + 13,400 miles
- + Black with grey Alcantara
- + Outstanding condition
- + Full history
- + mole-valley.co.uk

£46,500

The rivals

TVR T350

A 3.6-litre straight-six gave a GTO-3-matching 350bhp, a stirring soundtrack and similar excitement. £20k-40k.

Porsche 911 Turbo (996)

£25k-30k gives you a great choice of early-noughties Turbos: 414bhp, 0-60 in 4.1sec, 189mph and true all-weather ability.

Lotus Exige S2

From £20k to £35k for a late S2; a great sports car with the looks and chassis to rival any Noble, if not quite the firepower.

What to pay

All these Nobles seem to hold their value well and the very best are snapped up quickly, so don't anticipate any bargains. Expect to pay £20k-25k for an original M12 GTO 2.5, £25k-30k for a GTO-3, £30k-35k for a GTO-3R and £40k-plus for the top-spec M400. Low-mileage cars can be priced even higher, but more important is clear evidence of fastidious ownership and maintenance. Look for plenty of bills from recognised specialists. Air conditioning, a two-grand option when new, is well worth having.

Useful contacts

- + bespokeperformance.co.uk (specialist)
- + thelotuscentreonline.co.uk (parts)
- + kerridges.co.uk (specialist)
- + plansmotorsport.com (specialist)
- + Jetstream Motorsport (parts, upgrades – via Facebook)
- + pistonheads.com (forums)
- + nobleforums.com (forums)
- + classicandperformancecar.co.uk (ads)



**From £600 to 600 hp,
we are here for you**



Founded in 1961, our mission is to enhance the Porsche-owning experience of our membership, now in excess of 12,000 enthusiasts. We do this by embracing all models of the marque, from the earliest 356 to the very latest supercar. Whether it's £600 or 600 hp, Porsche Club Great Britain is here for you. **Patron: Dr Wolfgang Porsche**

Porsche Club GB benefits

Porsche certificate of authenticity
High quality monthly magazine
Comprehensive events calendar
Club insurance scheme
Members' discounts

Regions & Registers
Race Championship
Valuation service
Factory visits
Trackdays

Join us

We are proud to be the only officially Porsche AG recognised Porsche Club in the UK and we'd love to welcome you as a member. For a free, no obligation enquiry pack visit www.porscheclubgb.com or call Cornbury House on **01608 652911**



JETSTREAM
Motorsport
THE PERFORMANCE CAR SPECIALIST



FOR SERVICING, REPAIR, TUNING AND RACE PREP

JETSTREAM MOTORSPORT LTD
BRUNTINGTHORPE PROVING GROUND
LUTTERWORTH, LEICESTER LE17 5QS

TEL: 0116 2799 339
JETSTREAM@BRUNTINGTHORPE.COM
WWW.JETSTREAM.CO.UK



Lamborghini Murcielago LP670-4 SV
Ceramic Brakes High Level Rear Wing Small
Decal option 4,000 miles 2009 **£379,990**



Lamborghini Murcielago LP670-4 SV
Ceramic Brakes High Level Rear Wing
Larini Sports Exhaust 5,000 miles 2009 **£314,990+VAT**



Lamborghini Diablo
Magnesium Wheels Jota Edition Unique Limited
Edition 21,875 miles 1996 **£324,990**



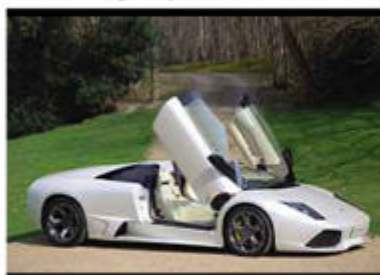
Lamborghini Diablo 6.0 VT Final Edition
Carbon Fibre Driving Zone, Carbon Fibre Inserts,
Carbon Fibre Engine Bay, 20,000 miles, 2000, **£164,990**



Lamborghini Murcielago LP 640 Roadster
Bicolour interior Ceramic Brakes Egear
10,000 miles 2008 **£149,990**



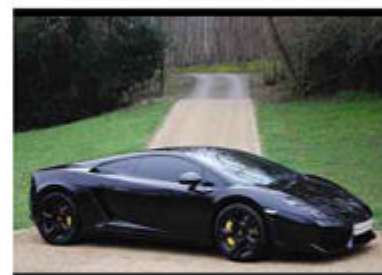
Lamborghini Murcielago V12 LP640-4 Coupe
670 SV Body Upgrade DPE 20 Inch Forged Alloys
TUBI Exhaust 5,000 miles 2008 **£134,990**



Lamborghini Murcielago LP640 Roadster LHD
Titanium Hercules Alloys Yellow Brake Calipers
Lifting Gear 10,000 miles 2008 **£134,990**



Lamborghini Murcielago VT Roadster
Colour SatNav Lifting Gear Egear, TUBI Sports
Exhaust 10,000 miles 2005 **£119,990**



Lamborghini Gallardo V10 LP550-2
Calisto Alloys Reverse Camera Lifting Gear
11,000 miles 2011 **£106,990**



Lamborghini Gallardo LP560-4 Spyder LHD
Lifting Gear Reverse Camera Full Electric
Heated Seats 8,000 miles 2009 **£104,990**



Lamborghini stock wanted
Best prices paid
Collection from anywhere in Europe



Lamborghini Gallardo V10 Spyder eGear HIGH SPEC
Lifting Gear, Reverse Camera, Calisto Alloys,
8,000 miles, 2008 **£74,990**



Ferrari 458 Spider LHD VAT QUALIFYING
20 inch Diamond Finish Sport Alloys, Colour SatNav,
Scuderia Shields, 5,000 miles, 2012 **£136,990 + VAT**



Ferrari 458 Coupe LHD HIGH SPEC
20 inch Diamond Finish Sport Alloys, Parking Sensors,
Colour SatNav, 12,000 miles, 2009 **£112,990**



Ferrari F430 Spider F1 HIGH SPEC
Carbon Racing Seats, Carbon Fibre Driving Zone,
Colour SatNav, 22,000 miles, 2008 **£79,990**

BUYING OR SELLING LAMBORGHINI AUTOMOBILE'S

T +44 7782 220784 **E** sales@vvsuk.co.uk **W** www.vvsuk.co.uk

(Viewing by appointment only) Address: VVS UK Ltd Verralls Garage Cranbrook Common Kent TN17 2AF

www.lamborhginibuyer.com Additional Websites: www.justlamborghini.com

Market Watch

Knowledge

Insights into the used car market

in association with

CLASSIC & PERFORMANCE CAR
THE WORLD'S GREATEST CARS FOR SALE...

Auction watch

Dare to be different with this trio of rare models in Brightwells' May sale



THERE ARE A number of peculiar offerings at Brightwells' upcoming auction in Leominster on May 13, from a (surprisingly) smart-looking year-2000 Daewoo Musiro concept to a rocket motor for a Soviet-era surface-to-air missile. There are some interesting performance car curios to take note of, too...

First up is the Dare DZ (pictured top). It may not be a name you remember, but plunder your stash of '90s car mags and you'll discover that the Dare is in fact something a bit special. The brainchild of the Walklett family – famed for building Ginettas until the company was sold in 1989 – the DZ used many parts from Ford, including a mid-mounted 130bhp 2-litre Zetec engine. Just ten were produced, and this was the first – it even appeared at the 1998 Birmingham motor show. With fewer than 30,000 miles on the clock and just three previous owners, this DZ should be in pretty good order. It carries an estimate of £12,500-14,500, and while there are similar thrills out there for less money, you can't deny the Dare's somewhat strange appeal.

Another slightly left-field choice would be the 1993 Maserati Ghibli (above left). The '90s Ghibli was arguably the ultimate incarnation of the 1980s Biturbo, with muscular wheelarches and a luxuriously trimmed interior. The car offered here has recently been serviced, and was originally a press demonstrator when it was new, appearing in various magazine tests. Okay, it's not the ultra-desirable Cup model, and this car is hooked up to the workaday four-speed automatic gearbox, but with an estimate of £6500-8500, it certainly looks like an interesting proposition.

Finally, for a pure slice of 1970s colour schemes at their best, how about a TVR 3000M 'Martin' edition (above right)? Wearing Rover Tobacco Leaf Gold paint with a Mexico Brown side stripe and 'Martin' lettering – the edition was named after TVR's owner from 1965 to '81, Martin Lilley – it looks to be in fantastic condition, and is expected to sell for £10,000-12,000.

Matthew Hayward (@evoMatthew)

Auction results



Bonhams, Goodwood, March 21

1983 Lamborghini Jalpa P350
£74,300
1989 Ferrari 412GT Coupe
£34,500
1975 Ford Escort RS1800 rally car
£85,500
1985 Audi Sport Quattro (pictured) £287,100
1973 Porsche 911T Targa
£67,580
1983 Renault 5 Turbo
£60,860
1989 Ferrari 348TS
£52,900

Silverstone Auctions, NEC Restoration Show, March 28

1997 Renault Sport Spider
£22,500
1994 Ferrari 456 (manual)
£31,500
1971 Aston DBS V8
£79,875
2003 Porsche 911 GT2
£86,625
2010 Porsche 911 GT2 RS
£236,250
2001 BMW Z8
£123,750
1998 Ferrari F355 Spider
£72,000

1982 Porsche 911 SC Targa
£24,750
1989 Porsche 911 Turbo Targa
£72,000
1988 Ferrari Testarossa
£86,625

Auctions America, Fort Lauderdale, March 28

2005 Ford GT
\$451,000
1981 Renault 5 Turbo
\$50,400
1987 Lamborghini Countach 5000QV
\$335,500

Auction calendar

April 25
Oldtimer Galerie
Toffen, Switzerland
oldtimergalerie.ch

April 26
Bonhams
Stafford, UK
bonhams.com

May 7-9
Auctions America
Auburn, USA
auctionsamerica.com

May 9
Bonhams
Newport Pagnell, UK
bonhams.com

May 13
Brightwells
Leominster, UK
brightwells.com

May 16
Coys
Ascot Racecourse, UK
coys.co.uk

May 23
Silverstone Auctions
Silverstone, UK
silverstoneauctions.com

May 23
RM Sotheby's
Lake Como, Italy
rmauctions.com

May 31
Bonhams
Greenwich, USA
bonhams.com

Fantasy garage

Three rear-drive V8 saloons for a total of £75k.
All can be found in the classifieds at classicandperformancecar.com



Vauxhall VXR8
£17,998

It's not the subtlest thing on the planet, but this Australian-bred muscle car packs a mighty 6.2-litre punch. Just add a supercharger and enjoy.



BMW M5
£24,995

Bigger and faster M5s have come and gone, but the V8-powered E39 has gone down as one of the greats. Perfect examples command big prices.



Jaguar XJ 5.0
£31,988

Luxury British motoring at its best – complete with supercharged V8 – and a good steer, too. Less than 10,000 miles, and a fraction of its new price.

"Better than new"

Professional skills
& products combine
to produce results even the
manufacturer couldn't achieve.

Members of Professional Valeters & Detailers regularly amaze their clients with their Paint Correction, Enhancement & Protection techniques that leave new and nearly-new vehicles looking better than the day they rolled out of the dealership.

Discover how highly skilled professionals can transform and protect your investment using our easy postcode search...



pro-valets.co.uk

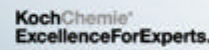
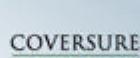
THE UK'S LARGEST CAR CARE TRADE ASSOCIATION

NOW OVER 160
MEMBERS NATIONWIDE

Image-Swissvax UK Detailing Centre



PRO-VALETS
SUPPORTERS



EVERYONE LOVES THAT FAST CAR SMELL.



NOW ANYTIME CAN BE GO-TIME.

K&N® high-flow air filters are designed to increase horsepower with up to 50% more airflow. And with five-minute installation, better performance doesn't get much easier. Order yours online today.

KNFILTERS.COM



SUPERIOR AIRFLOW. SUPERIOR PERFORMANCE.™



innovative tailored protection

THE ULTIMATE IN CAR COVER PROTECTION

INDOOR & OUTDOOR CUSTOM MADE
CAR COVERS DESIGNED BY YOU.

**£30 OFF
CAR COVERS***
QUOTE CODE:
EVO-2015

Excellent
9 out of 10
★★★★★
READ ALL OUR CUSTOMER REVIEWS ON
TRUSTPILOT



FREE DELIVERY ON ALL PRODUCTS*

**CALL OUR TEAM ON
01943 864 646**
**VISIT OUR WEBSITE
specialisedcovers.com**

OFFICIAL SUPPLIERS TO:








FOLLOW US   

**MADE IN
BRITAIN** 

*Terms and Conditions apply





www.mototechnique.com


The Exotic Sports Car Service Repair Specialist.

In House facilities for:

Mechanical rebuilds, Servicing, Chassis repairs, Crash repairs
Carbon Fibre repairs, Restoration, Paintwork, Interior trim.









0044-208-941-3510, 141, Molesey Avenue, West Molesey, Surrey, KT8 2RY, UK

PROTECT ALL FOUR WHEELS

for less than it normally costs to refurbish just one!

- Protect your wheels from kerb damage
- Suits 98% of wheel and tyre combinations
- Tyres can be changed with AlloyGators in place
- Suitable for run-flat tyres
- Protects tyre wall from damage

**PROTECT
ENHANCE
CUSTOMISE**





 **ALLOYGATOR**
WHEEL PROTECTION

For more information please visit
www.alloygator.com
or call us on 08450 707078





THE LEADING UK RENAULT TUNING SPECIALIST

THE UK's No.1 RENAULT TUNING SPECIALIST

TWINGO RS - CLIO RS - MEGANE RS

-  Largest Stock of Tuning Products For Renault
-  Full Workshop Facilities & Chassis Dynamometer
-  Dedicated Sales Team and Aftersales Support
-  Established Reputation For Over 12 Years

RENAULT SPORT



 Find us on Facebook

CALL US ON (01202) 820800 or visit our website
www.k-tecracing.com

Tried & Tested

Knowledge

The best motoring products, put through their paces by the **evo** team



PIONEER DEH-X8700DAB

£167.11 amazon.co.uk

Don't be fooled by the lack of buttons, Pioneer's new DEH-X8700DAB head unit is crammed full of technology. Both USB and Bluetooth connectivity are present, enabling access to your smartphone's functions through voice recognition.

It works perfectly with iPhones, requiring users to simply ask Siri questions without touching a button or

taking their eyes off the road.

The unit's party piece is its 'mixtrax' function, which mixes from one track to the next as a live DJ might. Also included are rewind and pause functions for DAB radio, while the fascia's brightness and light colours can be adjusted to match most car interior lights.

Sam Sheehan (@evoSamSheehan)



PIAA HYPER PLUS BULBS

£15.95 (pair) demon-tweaks.co.uk

The promise of 'brilliant white light' on the box of these PIAA Hyper Plus bulbs sounded great. The blue hue of the bulbs inside looked less promising. My 1998 BMW straddles the line between looking like it belongs at a trackday and in the car park of a fast food outlet. Blue headlights would push it firmly into the latter.

Thankfully, the blue tint on the bulb is totally undetectable when the lights are on and they shine the promised brilliant white light. The brightness is

an improvement over that of standard replacement bulbs, but the PIAs don't turn ordinary halogen lights into rivals for the best xenon, LED and laser units.

At £16-ish for two, they're significantly cheaper than aftermarket xenons, though, and the reduction in yellowness of the light also means that road surface changes, how wet the road is, and more distinctly, how muddy the road is can be spotted much more easily.

Will Beaumont (@WillBeaumont)

MIDRIVE THEORY TEST APP

Free [Apple App Store](https://apps.apple.com/gb/app/midrive-theory-test-app/id1011111111)



With 50 questions to answer and little more than a 50 per cent pass rate, your theory test can be a daunting experience. miDrive's theory test app aims to fix that by making revision... fun.

Based on official DVSA driving theory test revision questions, users can either take turns with a friend to play against each other or answer questions alone.

Between five and 50 questions can be provided with time limits growing from six to 57 minutes, simulating test conditions. After each multiple-choice question, the correct answer is confirmed with an explanation. It's free, so revising on the go has never been so straightforward.

Sam Sheehan (@evoSamSheehan)



FUEL ION IPHONE 5 MAGNETIC CHARGING STAND

£52.99 amazon.co.uk

Magnetic charging technology makes topping up your phone's battery both quick and effortless. Sit your phone on Fuel iON's stand and *voilà*: the battery starts to charge.

For the tech to work, however, your phone must wear a special magnetic case. This adds 10mm to the phone's

length, meaning an extension wire is required to use the auxiliary port. Though it comes supplied, it's a drawback.

Admittedly, for those whose phones already wear a case, this may not be such an issue. If so, the stand certainly makes a useful desktop accessory.

Sam Sheehan (@evoSamSheehan)

OSOMOUNT 360 FLEX SMARTPHONE MOUNT

£19.99 osomount.com



Sometimes the simplest products are the most effective... Aside from a useful 360 degrees of rotation and the broad range of devices it can hold (of between 5 and 9.3cm wide), the 360 Flex's biggest strength is its suction cup. Once pushed into place, almost nothing will remove it from a smooth surface. Vinyl dashboards, windows and metallic tops – the suction cup won't budge. It does the job perfectly.

Sam Sheehan (@evoSamSheehan)

WIPER BLADES

The UK's BIGGEST choice of QUALITY wiper blades

Over 400 Different Part Numbers Held in Stock! - Opening hours 8.30am-5.00pm Mon-Fri - The RIGHT WIPERS for the RIGHT PRICE!

WWW.WIPERBLADES.CO.UK 01299 251130

50 / 50 ?

Or would you sooner have a video to show what really happened?

As seen on **Daybreak**, **Good Morning Britain**, **ITV4**

With prices starting from **less than £40** can you afford not to?

For more details and to order visit **www.crashcatcher.co.uk**

Don't be a victim, be part of the solution

Northwest, Midlands, Wales
Self-drive

sportscarhire

£690 £300 / WEEKEND £570

www.sportshire.co.uk 01743 341500

Aston Martin Bentley GTC Caterham 7 Mercedes Morgan Nissan GT-R Porsche

Wiltshire College McLaren Automotive EFG THORNLEY KELHAM HARWOODS group

WILTON
CLASSIC SUPERCAR
WITH
Castrol EDGE

SATURDAY 6th & SUNDAY 7th JUNE
Wilton House, Salisbury

Book your tickets today
wiltonclassicsupercar.co.uk

Twitter Facebook Instagram

A FABULOUS WEEKEND CELEBRATING THE VERY BEST CLASSIC AND SUPERCARS

Trips & Travel

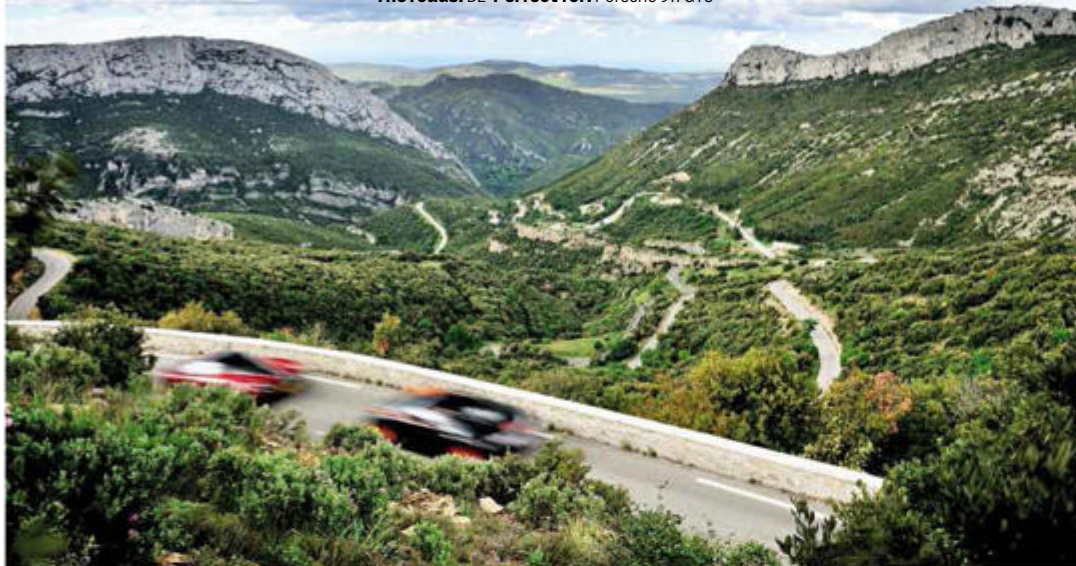
Knowledge

The best destinations to visit in your car

Great drives: D2, Languedoc, France

Start point: 43.291576, 5.648775, Pont Des Tompines, Gémenos, France

The roads: D2 **Perfect for:** Porsche 911 GT3



HIS ALL-CONSUMING adoration of popstrel Taylor Swift might be hard to tolerate on longer journeys, but **evo** photographer Dean Smith must take full credit for finding this gem of a road. Numerous new car launches have been based at the stripy Paul Ricard circuit in southern France over the years, and the roads leading to it are great in their own right, but nestled in the hills only miles to the west is something even better. The D2 is so good that we've used it twice for big **evo** cover stories: Veyron versus Huayra (issue 185) and more recently McLaren F1 versus P1 (205).

You're looking for the D2 just east of the town of Gémenos, which itself lies next to Aubagne. Turn off the D396 following signs for Plan-d'Aups-Sainte-Beaume. You will head through a small one-way system round the town's main parking area, then gradually leave the buildings behind, the road really beginning when you reach a curious and slightly redundant roundabout with only one exit.

The start is the quickest section, with a lovely flow that's then gradually interrupted by hairpins as you climb ever higher. The road is pleasingly wide for the first few miles, but suddenly narrows to a single lane that, while still fun, feels worryingly tight when you're in a supercar and there's a Citroën flying towards you on its way to work. Things open out and the central white line appears again near the top, where you'll find a lay-by possessed of a stunning view towards Marseille.

Down the other side the tarmac's character changes again, twisting and turning relentlessly while clinging tightly to the rocky hillside. All in all it's not a long stretch of road, but to quote Dean Smith: 'Like Taylor Swift's back catalogue, it bears endless repetition.' It's also only a relatively short stretch to the Route Napoléon.

Henry Catchpole
Features editor



The route



Start **Finish**
Distance: 7.8 miles Time: 15 minutes

Where to stay

There are two good options right next to the Paul Ricard circuit. The Grand Prix Hotel is a clean and reliable three-star that has a good restaurant. The Hôtel du Castellet (or 'Bernie's Inn', as it's sometimes referred to...) is an extremely luxurious five-star across the road. Down in Les Castellet itself, the Quatre Saisons (not part of that Four Seasons) gets extremely good reviews.

Watch out for

A speed camera when heading southeast from Paul Ricard and police on the long straight heading the other way. There's also an awkward set of traffic lights in the centre of Cuges-les-Pins with a camera watching over them. There's a Total garage between Cuges-les-Pins and Gémenos that sells 97 RON.

For more driving destinations, visit:
evo.co.uk/track-and-travel

Read road trip

Swiss delights

Partly inspired by **evo** readers' road trips and, some say, a popular TV car programme, I decided to go for a week of adventure with my nine-year-old son, driving some of the mountain passes in the Swiss Alps.

My recently purchased Smart Roadster Coupé was the car of choice. A service and a mild remap later (yielding a big improvement in driveability), off we set.

A bit of research had given us a central base for our driving: the village of Andermatt, about an hour south of Zurich. We 'glamped' there, enjoying the fine cafes and restaurants. However, it was the many superb mountain



passes close by that really blew us away. And what they all have in common is that they are all so different in their stunning beauty.

The Furka pass starts close to Andermatt, and is where Sean Connery appeared in his Aston in *Goldfinger*. You can park 'n' pose at the very same location. The Rhône Glacier is at the top of this pass, from which a two-minute walk will get you to another amazing view. Other passes worth visiting are the nearby Klausen, Grimsel and Susten, and slightly further away, the San Bernardino.

The Smart turned out to be an inspired choice for this holiday. I don't think my old 944, TT, Scooby or fast 3-series would have been any more fun. And in reality you aren't able to drive that fast on the passes as you really don't know which way the road will turn next – something you don't really want to get wrong! Take a diesel MPV if that is your only option, but for me taking something 'different' and not necessarily exotic is the point.

So, no excuses, get out there and enjoy – it's so easy, but be prepared to be totally smitten with the awe-inspiring scenery and roads. You simply have to do it.

Iain Devine

Email your story to henryc@evo.co.uk



Database

Key ■ = new entry this month. * = grey import. Entries in italics are for cars no longer on sale. **Issue no.** is for our most recent major test of the car (D = Driven, R = Road test or group test, F = Feature). Call 0844 844 0039 to order a back issue. **Price** is on-the-road including VAT and delivery charges. **Engine** is the car's main motor only – additional hybrid tech isn't shown. **Weight** is the car's kerb weight as quoted by the manufacturer. **bhp/ton** is the power-to-weight ratio based on manufacturer's kerb weight. **0-60mph** and **0-100mph** figures in bold are independently recorded, all other performance figures are manufacturers' claims. **CO2 g/km** is the official EC figure and **EC mpg** is the official 'Combined' figure or equivalent.

Knowledge

Superminis / Hot Hatches

	Issue no.	Price	Engine cyl/cc	bhp/rpm	lb ft/rpm	Weight	bhp/ton	0-60mph	0-100mph	Max mph	CO2 g/km	EC mpg	EVO rating	
Abarth 595 Competizione	196 D	£18,960	4/1368	158/5500	170/3000	1035kg	155	7.4	-	130	155	43.5	+ Spirited engine, still looks great - Favours fun over finesse	★★★★☆
Abarth 695 Biposto	205 R	£32,990	4/1369	187/5500	184/3000	997kg	191	5.9	-	143	-	-	+ Engineered like a true Abarth product - Desirable extras make this a £50k city car	★★★★★
Alfa Romeo Mito Cloverleaf	149 R	£18,870	4/1368	168/5500	184/2500	1145kg	149	7.5	-	136	139	47.1	+ Great MultiAir engine, impressive ride - Not as feisty as we hoped	★★★★★
Alfa Romeo Giulietta QV	199 D	£28,120	4/1742	237/5750	251/2000	1320kg	182	6.0	-	151	162	40.3	+ Still looks good, and now it's got the 4C's engine - Pricey, and it has more rewarding rivals	★★★★★
Alfa Romeo Giulietta Cloverleaf	144 D	10-14	4/1742	232/5500	251/1900	1320kg	179	6.8	-	150	177	37.2	+ Shows signs of deep talent... - but should be more exciting	★★★★★
Alfa Romeo 147 GTA	187R	03-06	6/3179	247/6200	221/4800	1360kg	185	6.0	15.5	153	-	23.3	+ Mk1 Focus RS pace without the histrionics - Slightly nose-heavy	★★★★★
Audi S1	203 R	£24,900	4/1984	228/6000	273/1600	1315kg	176	5.8	-	155	162	40.4	+ Compliant and engaging chassis; quick, too - Looks dull without options	★★★★★
Audi A1 quattro	181 R	13	4/1984	253/6000	258/2500	1420kg	181	5.7	-	152	199	32.8	+ Polished 253bhp all-wheel-drive A1 - Just 19 for UK, Porsche Cayman price	★★★★★
Audi S3	188 R	£30,640	4/1984	296/5500	280/1800	1395kg	216	5.4	12.5	155	162	40.4	+ Lots of grip and one of the best-sounding four-pot turbos - Still a little too clinical	★★★★★
Audi S3	106 R	06-12	4/1984	261/6000	258/2500	1455kg	183	5.6	13.6	155	198	33.2	+ Very fast, very effective, very... err, quality - A little too clinical	★★★★★
Audi RS3 Sportback	156 R	11-12	5/2480	335/5400	332/1600	1575kg	216	4.5	-	155	212	31.0	+ Above, with added five-pot character - Again, see above...	★★★★★
BMW 125i M Sport	176 D	£26,020	4/1997	218/5000	228/1350	1420kg	156	6.4	-	155	154	42.8	+ Performance, price, running costs - Dull four-pot soundtrack	★★★★★
BMW M135i	195 R	£30,835	6/2979	316/5800	332/1300	1425kg	225	4.8	12.9	155	188	35.3	+ Powertrain, noise, chassis, price - M235i looks nicer, and has an LSD on its options list	★★★★★
BMW 130i M Sport	106 R	05-10	6/2996	261/6650	232/2750	1450kg	183	6.1	15.3	155	-	34.0	+ Fantastic engine - Suspension can still get a little boingy	★★★★★
Citroën C1/Peugeot 107/Toyota Aygo	126 R	£8095+	3/998	68/6000	68/3600	790kg	87	14.2	-	98	103	61.4	+ Full of character and insurance-friendly - Insurance friendly power	★★★★★
Citroën Saxo VTS	020 R	97-03	4/1587	120/6600	107/5200	935kg	130	7.6	22.6	127	-	34.9	+ Chunky, chuckable charger - Can catch out the unwary	★★★★★
Citroën AX GT	195 R	87-92	4/1360	85/6400	86/4000	722kg	120	9.2	-	110	-	-	+ Makes terrific use of 85bhp - Feels like it's made from paper	★★★★★
Citroën DS3 1.6 THP	142 R	£17,475	4/1598	154/6000	177/1400	1240kg	126	7.2	-	133	155	42.2	+ A proper French hot hatch - Petrolheads might find it too 'designed'	★★★★★
Citroën DS3 Racing	153 D	11-12	4/1598	204/6000	203/2000	1240kg	167	6.5	-	146	149	-	+ Faster, feistier version of above - Not as hardcore as its 'Racing' tag suggests	★★★★★
Fiat Panda 100HP	132 R	06-11	4/1368	99/6000	97/4250	975kg	103	9.5	-	115	154	43.5	+ Most fun per pound on the market - Optional ESP can't be turned off	★★★★★
Fiat Punto Evo Sporting	141 D	£13,355	4/1368	133/5000	152/1750	1155kg	117	8.5	-	127	129	50.4	+ Great engine, smart styling - Dynamics don't live up to the Evo name	★★★★★
Ford Fiesta ST	207 R	£17,395	4/1596	179/5700	214/1600	1088kg	167	7.4	18.4	137	138	47.9	+ Chassis, price, punchy performance - Not as powerful as key rivals	★★★★★
Ford Fiesta ST Mountune	195 R	£17,994	4/1596	212/6000	236/2750	1088kg	198	6.6	-	140	138	-	+ One of the best mid-sized hatches made even better - Badge snobbery	★★★★★
Ford Fiesta Zetec S	123 D	08-13	4/1596	118/6000	112/4050	1045kg	115	9.9	-	120	134	48.7	+ Genuinely entertaining supermini - Grown up compared to Twingo/Swift	★★★★★
Ford Fiesta Zetec S Mountune	132 R	08-13	4/1596	138/6750	125/4250	1080kg	130	7.9	-	120	134	48.7	+ As above, with a fantastically loud exhaust... - ...if you're 12 years old	★★★★★
Ford Fiesta ST	075 D	05-08	4/1999	148/6000	140/4500	1137kg	132	7.9	-	129	-	38.2	+ Great looks, decent brakes - Disappointing chassis, gutless engine	★★★★★
Ford Fiesta ST185 Mountune	115 R	08	4/1999	185/6700	147/3500	1137kg	165	6.9	-	129	-	-	+ Fiesta ST gets the power it always needed - OTT exhaust note	★★★★★
Ford Focus ST TDCi Estate	206 D	£23,295	4/1997	182/3500	295/2000	1488kg	124	8.3	-	135	110	67.3	+ Performance not sacrificed at the altar of economy - Interior design still jars slightly	★★★★★
Ford Focus ST	207 R	£22,195	4/1999	247/5500	265/2000	1362kg	184	6.5	-	154	159	41.5	+ Excellent engine - Scrappy when pushed	★★★★★
Ford Focus ST Mountune	187 D	£23,220	4/1999	271/5500	295/2750	1362kg	202	5.7	-	154+	169	-	+ Great value upgrade - Steering still not as feelsome as that of some rivals	★★★★★
Ford Focus ST	119 R	05-10	5/2522	222/6000	236/1600	1392kg	162	6.7	16.8	150	224	30.4	+ Value, performance, integrity - Big engine compromises handling	★★★★★
Ford Focus ST Mountune	137 R	08-11	5/2522	256/5500	295/2500	1392kg	187	5.8	14.3	155	224	-	+ ST takes extra power in its stride - You probably still want an RS	★★★★★
Ford Focus RS (Mk2)	195 R	09-11	5/2522	300/6500	324/2300	1467kg	208	5.9	14.2	163	225	30.5	+ Huge performance, highly capable FWD chassis - Body control is occasionally clumsy	★★★★★
Ford Focus RS500	181 R	10-11	5/2522	345/6000	339/2500	1467kg	239	5.6	12.7	165	225	-	+ More power and presence than regular RS - Pricey	★★★★★
Ford Focus RS (Mk1)	207 R	02-03	4/1998	212/5500	229/3500	1278kg	169	5.9	14.9	143	-	-	+ Some are great - Some are awful (so make sure you drive plenty)	★★★★★
Ford Escort RS Cosworth	157 R	92-96	4/1993	224/6250	224/3500	1275kg	179	6.2	-	137	-	-	+ The ultimate Essex hot hatch - Unmodified ones are rare, and getting pricey...	★★★★★
Ford Puma 1.7	095 R	97-02	4/1679	123/6300	116/4500	1041kg	120	8.6	27.6	122	-	38.2	+ Everything - Nothing. The 1.4 is worth a look too	★★★★★
Ford Racing Puma	128 R	00-01	4/1679	153/7000	119/4500	1174kg	132	7.8	23.2	137	-	34.7	+ Exclusivity - The standard Puma does it so well	★★★★★
Honda Civic Type R	102 R	07-11	4/1998	198/7800	142/5600	1267kg	158	6.8	17.5	146	215	31.0	+ Looks great, VTEC more accessible - Steering lacks feel, inert balance	★★★★★
Honda Civic Type R Champ'ship White	126 D	09-10	4/1998	198/7800	142/5600	1267kg	158	6.6	-	146	-	31.0	+ Limited-slip diff a welcome addition - It's not available on standard car...	★★★★★
Honda Civic Type R Mugen	195 R	09-11	4/1998	237/8300	157/6250	1233kg	195	5.9	-	155	-	-	+ Fantastic on road and track - There's only 20, and they're a tad pricey...	★★★★★
Honda Civic Type R	075 R	01-05	4/1998	197/7400	145/5900	1204kg	166	6.8	16.9	146	-	31.7	+ Potent and great value - Looks divide opinion, duff steering	★★★★★
Kia Proceed GT	207 R	£20,200	4/1591	201/6000	195/1750	1448kg	143	7.4	-	143	171	38.2	+ Fun and appealing package - Lacks sharpness and control at its outer edges	★★★★★
Lancia Delta Integrale	194 R	88-93	4/1995	207/5750	220/3500	1300kg	162	5.7	-	137	-	23.9	+ One of the finest cars ever built - Demands love, LHD only	★★★★★
Mazda 2.1 S Sport	132 R	£13,495	4/1498	102/6000	101/4000	1030kg	107	10.4	-	117	135	48.7	+ Fun and funky - Feels tinny after a Mini	★★★★★
Mazda 3 MPS	137 R	06-13	4/2261	256/5500	280/3000	1385kg	188	6.3	14.5	155	224	29.4	+ Quick, eager and very good value - The steering's iffy	★★★★★
Mercedes-Benz A250 'by AMG'	173 D	£29,355	4/1991	208/5500	258/1200	1370kg	154	6.5	-	149	148	46.3	+ Mercedes builds a proper hot hatch - But denies it a manual gearbox	★★★★★
Mercedes-Benz A45 AMG	194 R	£37,845	4/1991	355/6000	332/2250	1480kg	244	4.3	10.6	155	161	40.9	+ Blisteringly quick everywhere - Not as rewarding as some slower rivals	★★★★★
MG3 Style	190 D	£9999	4/1498	104/6000	101/4750	1155kg	91	10.4	-	108	136	48.7	+ Decent chassis, performance and price - Thrashy engine, cheap cabin	★★★★★
MG Metro 6R4 Clubman	181 R	84-87	6/2991	250/7000	225/6500	1000kg	254	4.5	-	140	-	-	+ The most extreme hot hatch ever - Engine noise, heat soak, five mpg	★★★★★
Mini Cooper (F56)	194 D	£15,300	3/1499	134/4500	162/1250	1085kg	125	7.9	-	130	105	62.8	+ Punchy three-cylinder engine, good chassis - Tubby styling	★★★★★
Mini Cooper S (F56)	196 D	£18,665	4/1998	189/4700	206/1250	1160kg	166	6.8	-	146	133	49.6	+ Still has that Mini DNA - Expensive with options; naff dash displays	★★★★★
Mini Cooper S 5-door (F56)	207 D	£19,440	4/1998	189/4700	206/1250	1220kg	148	6.9	-	144	136	47.9	+ Super engine, gearbox and brakes - Lacks some of the agility of the three-door	★★★★★
Mini John Cooper Works Coupe (R58)	164 R	£23,805	4/1598	208/6000	206/2000	1175kg	180	6.3	-	149	165	39.8	+ The usual raucous Mini JCW experience - But with a questionable 'helmet' roof...	★★★★★
Mini Cooper (R56)	185 F	09-14	4/1598	120/6000	118/4250	1075kg	113	9.1	-	126	127	52.3	+ Brilliant ride and composure; could be all the Mini you need - You'll still buy the 'S'	★★★★★
Mini Cooper S (R56)	149 R	06-14	4/1598	181/5500	177/1600	1140kg	161	7.0	-	142	136	48.7	+ New engine, Mini quality - Front end not quite as direct as the old car's	★★★★★
Mini Cooper SD (R56)	158 D	11-14	4/1995	141/4000	225/1750	1150kg	125	8.0	-	134	114	65.7	+ A quick diesel Mini with impressive mpg - But no Cooper S alternative	★★★★★
Mini John Cooper Works (R56)	184 R	08-14	4/1598	208/6000	206/2000	1160kg	182	7.2	16.7	148	165	39.8	+ A seriously rapid Mini - Occasionally just a little unruly	★★★★★
Mini John Cooper Works GP (R56)	195 R	13-14	4/1598	215/6000	206/2000	1160kg	188	6.3	-	150	165	39.8	+ Brazenly hyperactive - Too much for some roads and some tastes	★★★★★
Mini Cooper S (R50)	077 R	02-06	4/1598	168/6000	155/4000	1140kg	143	7.8	19.9	135	-	33.6	+ Strong performance, quality feel - Over-long gearing	★★★★★
Mini Cooper S Works GP (R50)	144 R	06	4/1598	215/7000	184/4600	1090kg	200	6.5	-	149	-	32.8	+ Storming engine, agility - Tacky styling 'enhancements'	★★★★★
Nissan Juke Nismo RS	208 D	£21,650	4/1618	215/6000	206/3600	1315kg	166	7.0	-	137	165	39.2	+ Quirky character and bold styling - Not a match for a pukka hot hatch	★★★★★
Peugeot 106 Rallye (Series 2)	97-98	4/1587	103/6200	97/3500	865kg	121	8.8	-	121	-	34.0	-	+ Bargain no-frills thrills - Not as much fizz as original 1.3	★★★★★



Official fuel consumption for the Model Year 16 Volvo V40 T2 R-Design (manual) in MPG (l/100km): Urban 38.7 (7.3), Extra Urban 62.8 (4.5), Combined 51.4 (5.5). CO2 Emissions 127g/km. MPG figures are obtained from laboratory testing intended for comparisons between vehicles and may not reflect real driving results.

Ratings ★ Thrill-free zone ★★ Tepid ★★★ Interesting ★★★★★ Seriously good ★★★★★★ A truly great car



Our Choice

Volkswagen Golf R. A flagship Golf to get really excited about, the new R offers immense pace and a truly engaging driving experience in a compromise-free package with class and quality aplenty. Cake both possessed and consumed.



Best of the Rest

The SEAT Leon Cupra 280 is a real buzz to thread along a tough road, but the Mégane 275 edges it for tactility and involvement. Amongst the smaller hatches, Peugeot's 208 GTI 30th (left) is fabulously focused, while the Fiesta ST is the affordable choice.

Superminis / Hot Hatches

Car	Issue no.	Price	Engine cyl/cc	bhp/rpm	lb ft/rpm	Weight	bhp/ton	0-60mph	0-100mph	Max mph	CO2 g/km	EC mpg	EVO rating	
Peugeot 106 Rallye (Series 1)	095 R	'94-'96	4/1294	100/7200	80/5400	826kg	123	10.6	-	118	-	35.6	+ Frantic, thrashy fun - Needs caning to extract full potential	★★★★★
Peugeot 106 GTI 16v	034 R	'97-'04	4/1587	120/6600	107/5200	950kg	128	7.4	22.2	127	-	34.9	+ Fine handling supermini - Looks its age	★★★★★
Peugeot 208 GTI	184 R	£18,895	4/1598	197/5800	203/1700	1160kg	173	6.8	17.9	143	125	47.9	+ Agile chassis works well on tough roads - Could be more involving	★★★★★
Peugeot 208 GTI 30th Anniversary	207 R	£21,995	4/1598	205/5800	221/1750	1185kg	176	6.5	-	143	125	47.9	+ The most focused and aggressive small hatch on sale - £5k more than a Fiesta ST	★★★★★
Peugeot 205 GTI 1.9	195 R	'88-'91	4/1905	130/6000	119/4750	910kg	145	7.9	-	124	-	36.7	+ Still scintillating after all these years - Brittle build quality	★★★★★
Peugeot 306 GTI-6	020 R	'93-'01	4/1998	167/6500	142/5500	1215kg	139	7.2	20.1	140	-	30.1	+ One of the great GTIs - They don't make them like this any more	★★★★★
Peugeot 306 Rallye	095 R	'88-'99	4/1998	167/6500	142/5500	1199kg	142	6.9	19.2	137	-	30.1	+ Essentially a GTI-6 for less dosh - Limited choice of colours	★★★★★
Renaultsport Twingo 133	175 R	'08-'13	4/1598	131/6750	118/4400	1050kg	127	8.6	-	125	150	43.5	+ Renaultsport experience for pocket money - Optional Cup chassis gives bouncy ride	★★★★★
Renaultsport Clio 200 Turbo	184 R	£18,995	4/1618	197/6000	177/1750	1204kg	166	6.9	17.9	143	144	44.8	+ Faster, more refined, easier to drive - We miss the revvy nat-asp engine and manual 'box	★★★★★
Renaultsport Clio 200 Cup	195 R	'09-'13	4/1998	197/7100	159/5400	1204kg	166	6.6	16.7	141	190	34.5	+ The hot Clio at its best - They don't make it anymore	★★★★★
Renaultsport Clio 197 Cup	115 R	'07-'09	4/1998	194/7250	158/5550	1240kg	161	6.9	-	134	-	33.6	+ Quick, polished and capable - Not as much sheer fun as 182 Cup	★★★★★
Renaultsport Clio 182	066 R	'04-'06	4/1998	180/6500	148/5250	1110kg	165	6.6	17.5	139	-	34.9	+ Took hot hatches to a new level - Flawed driving position	★★★★★
Renaultsport Clio 182 Cup	187 R	'04-'06	4/1998	180/6500	148/5250	1090kg	168	6.5	-	139	-	34.9	+ Full of beans, fantastic value - Sunday-market upholstery	★★★★★
Renaultsport Clio Trophy	200 R	'05-'06	4/1998	180/6500	148/5250	1090kg	168	6.6	17.3	140	-	34.9	+ The most fun you can have on three (sometimes two) wheels - Just 500 were built	★★★★★
Renaultsport Clio 172 Cup	048 R	'02-'04	4/1998	170/6250	147/5400	1011kg	171	6.5	17.7	138	-	-	+ Bargain old-school hot hatch - Nervous in the wet, no ABS	★★★★★
Renaultsport Clio V6 255	057 R	'03-'05	6/2946	251/7150	221/4650	1400kg	182	5.8	-	153	-	23.0	+ Supercar drama without the original's edgy handling - Uninspired interior	★★★★★
Renaultsport Clio V6	029 R	'99-'02	6/2946	227/6000	221/3750	1335kg	173	5.8	17.0	145	-	23.0	+ Pocket supercar - Mid-engined handling can be tricky	★★★★★
Renault Clio Williams	195 R	'93-'96	4/1988	148/6100	126/4500	981kg	153	7.6	20.8	134	-	26.0	+ One of the best hot hatches ever - Can be fragile	★★★★★
Renault 5 GT Turbo	195 R	'87-'91	4/1397	118/5750	122/3000	855kg	140	7.3	-	120	-	28.4	+ Clio Williams' grand-daddy - Few unmodified ones left	★★★★★
Renaultsport Mégane 265 Cup	195 R	£25,990	4/1998	261/5500	265/3000	1387kg	191	6.4	14.8	158	174	37.7	+ A hot hatch benchmark - Not a lot	★★★★★
Renaultsport Mégane 275 Trophy	201 D	£28,930	4/1998	271/5500	265/3000	1376kg	200	6.0	-	158	174	37.7	+ Another cracking Trophy model - Stripped-out Trophy-R is even more thrilling	★★★★★
Renaultsport Mégane 275 Trophy-R	203 R	£36,430	4/1998	271/5500	265/3000	1297kg	212	5.8	-	158	174	37.7	+ As absorbing as a 911 GT3 RS on the right road - Too uncompromising for some; pricey	★★★★★
Renaultsport Mégane 250 Cup	139 R	'09-'12	4/1998	247/5500	251/3000	1387kg	181	6.1	14.6	156	190	34.4	+ Fantastic chassis... - ...partially obscured by new-found maturity	★★★★★
Renaultsport Mégane dCi 175 Cup	119 R	'07-'09	4/1995	173/3750	265/2000	1470kg	119	8.3	23.5	137	-	43.5	+ A diesel with a genuinely sporty chassis - Could take more power	★★★★★
Renaultsport Mégane 230 F1 Team R26	195 R	'07-'09	4/1998	227/5500	229/3000	1345kg	171	6.2	16.0	147	-	-	+ The car the R26.R is based on - F1 Team stickers in dubious taste	★★★★★
Renaultsport Mégane R26.R	200 R	'08-'09	4/1998	227/5500	229/3000	1220kg	189	5.8	15.1	147	-	-	+ One of the true hot hatch heroes - Two seats, plastic rear windows	★★★★★
SEAT Ibiza FR 2.0 TDI	144 R	£17,445	4/1968	141/4200	236/1750	1245kg	115	8.2	-	131	123	60.1	+ More fun than the petrol FR, manual gearbox option - The Cupra's not much more	★★★★★
SEAT Ibiza Cupra	183 D	£18,765	4/1390	178/6200	184/2000	1259kg	144	6.9	-	142	139	47.9	+ Punchy engine, unflappable DSG - Lacks engagement	★★★★★
SEAT Leon FR TDI 184	184 D	£22,255	4/1968	181/4000	280/1750	1350kg	136	7.5	-	142	112	64.2	+ Performance, sweet chassis, economy, comfort - Boorish engine	★★★★★
SEAT Leon Cupra 280	195 R	£27,210	4/1984	216/5600	258/1750	1320kg	212	5.8	-	155	149	44.1	+ Serious pace and agility for Golf GTI money - The Mk7 Golf R	★★★★★
SEAT Leon FR+	163 D	'11-'12	4/1984	208/5300	206/1700	1334kg	158	7.2	-	145	170	38.7	+ As quick as a Golf GTI five-door but lots cheaper - Misses the VW's completeness	★★★★★
SEAT Leon Cupra R	139 R	'10-'12	4/1984	261/6000	258/2500	1375kg	193	6.1	14.0	155	190	34.9	+ Bold car, blinding engine - Lacks the character of its rival mega-hatches	★★★★★
SEAT Leon Cupra	105 R	'07-'11	4/1984	237/5700	221/2200	1375kg	175	6.3	-	153	190	34.0	+ Great engine, composure - Doesn't have adjustability of old Cupra R	★★★★★
SEAT Leon Cupra R 225	067 R	'03-'06	4/1781	222/5900	206/2200	1376kg	164	6.9	-	150	-	32.1	+ Cross-country pace, practicality, value - Not as thrilling as some	★★★★★
Skoda Fabia vRS (Mk2)	146 D	£17,150	4/1390	178/6200	184/2000	1218kg	148	7.3	-	139	148	45.6	+ Well priced, well made, with great engine and DSG 'box - Dull steering	★★★★★
Skoda Fabia vRS (Mk1)	077 R	'04-'07	4/1896	130/4000	229/1900	1315kg	100	9.6	-	127	-	55.4	+ Fascinatingly fun and frugal hot hatch - A little short on steering feel	★★★★★
Skoda Octavia vRS (Mk3)	187 D	£23,260	4/1984	217/4500	258/1500	1350kg	163	6.8	-	154	142	45.6	+ Quick, agile, roomier than a Golf - Ride is harsh for what could be a family car	★★★★★
Skoda Octavia vRS (Mk2)	163 R	'06-'13	4/1998	197/5100	206/1700	1395kg	143	7.3	-	149	175	37.7	+ Drives like a GTI but costs much less - Green brake calipers?	★★★★★
Smart Fortwo Brabus	110 D	£15,375	3/999	97/5500	104/3500	780kg	126	9.9	-	96	119	54.3	+ Telling people you drive a Brabus - Them realising it's not a 720bhp S-class	★★★★★
Subaru Impreza STI CS400	146 R	'10-'12	4/2457	395/5750	400/3950	1505kg	267	4.6	10.7	155	-	-	+ Cosworth kudos. One of the fastest hatches we've tested - Pricey. Lifelong steering	★★★★★
Subaru Impreza WRX	125 D	'08-'10	4/2457	251/5400	288/3000	1395kg	180	5.5	-	130	270	-	+ An improvement over the basic WRX - Still not the WRX we wanted	★★★★★
Subaru Impreza STI 330S	124 R	'08-'10	4/2457	325/5400	347/3400	1505kg	219	4.4	-	155	-	-	+ A bit quicker than the STI... - ...but not better	★★★★★
Suzuki Swift Sport (Mk2)	175 R	£13,749	4/1586	134/6900	118/4400	1045kg	130	8.7	-	121	147	44.1	+ The Swift's still a great pocket rocket - But it's lost a little adjustability	★★★★★
Suzuki Swift Sport	132 R	'05-'11	4/1586	123/6800	109/4800	1030kg	121	8.9	-	124	165	39.8	+ Entertaining handling, well built - Lacking in steering feedback	★★★★★
Vauxhall Corsa VXR	154 R	£18,995	4/1598	189/5850	192/1980	1166kg	165	6.8	-	140	172	38.7	+ Looks snazzy, punchy engine - Lacks feel, uncouth compared with rivals	★★★★★
Vauxhall Corsa VXR Nürburgring	164 R	'11-'13	4/1598	202/5750	206/2250	1166kg	176	6.5	-	143	178	-	+ VXR gets more power and a limited-slip diff - But it's over £3K more expensive	★★★★★
Vauxhall Astra VXR (Mk2)	207 R	£27,315	4/1998	216/5500	295/2500	1475kg	190	5.9	-	155	184	34.9	+ Better than the car it replaces; loony turbo pace - Lacks RS Mégane's precision	★★★★★
Vauxhall Astra VXR (Mk1)	102 R	'05-'11	4/1998	237/5600	236/2400	1393kg	173	6.7	16.7	152	221	30.7	+ Fast and furious - Lacks a little composure and precision	★★★★★
VW Up!/SEAT Mi/Skoda Citigo	171 R	£7990+	3/999	59/5000	70/3000	854kg	70	14.1	-	99	105	62.8	+ Accomplished city car is dynamically sound... - ...but predictably slow	★★★★★
VW Polo GTI	206 D	£18,850	4/1798	189/4200	236/1450	1280kg	150	6.7	-	146	139	47.1	+ At last, a real live 'n' kicking baby Golf GTI - Fiesta ST is still more engaging	★★★★★
VW Polo GTI	154 R	'10-'14	4/1390	178/6200	184/2000	1184kg	153	6.8	-	142	139	47.9	+ Modern-day mk1 Golf GTI gets twin-clutch DSG - It's a little bit bland	★★★★★
VW Golf GTD (Mk7)	200 D	£25,765	4/1968	181/3500	280/1750	1377kg	134	7.5	-	143	109	67.3	+ Pace, fuel economy, sounds good for a diesel - Lacks the extra edge of the GTI	★★★★★
VW Golf GTI (Mk7)	207 R	£26,580	4/1984	217/4500	258/1500	1351kg	163	6.5	-	153	139	47.1	+ Brilliantly resolved - Mégane 265 beats it as a pure drivers' car	★★★★★
VW Golf GTE (Mk7)	202 D	£28,000	4/1395	201	258	1524kg	134	7.6	-	138	35	188.0	+ The most enjoyable plug-in hybrid at this price - Golf GTI still quicker and more fun	★★★★★
VW Golf R (Mk7)	203 R	£29,900	4/1984	297/5500	280/1800	1476kg	204	5.1	-	155	165	40.9	+ Time to take the R brand seriously - Mégane 265 just edges it as a pure drivers' car	★★★★★
VW Golf GTI (Mk6)	172 R	'09-'13	4/1984	207/5300	207/1700	1318kg	160	6.4	16.5	148	170	38.7	+ Still a very accomplished hot hatch - 207bhp isn't a lot any more	★★★★★
VW Golf R (Mk6)	140 D	'10-'13	4/1984	266/6000	258/2500	1521kg	178	5.5	-	155	199	33.2	+ Great engine, tremendous pace and poise - High price, ACC only optional	★★★★★
VW Golf GTI (Mk5)	195 R	'04-'09	4/1984	197/5100	207/1800	1336kg	150	6.7	17.9	145	-	-	+ Character and ability: the GTI's return to form - Lacking firepower?	★★★★★
VW Golf R32 (Mk5)	087 R	'06-'09	6/3189	246/6300	236/2500	1510kg	165	5.8	15.2	155	-	26.4	+ Traction's great and you'll love the soundtrack - We'd still have a GTI	★★★★★
VW Golf R32 (Mk4)	053 R	'02-'04	6/3189	237/6250	236/2800	1477kg	163	6.4	16.3	154	-	24.6	+ Charismatic - Boomy engine can be tiresome	★★★★★
VW Golf GTI 16v (Mk2)	195 R	'88-'92	4/1781	139/6100	124/4600	960kg	147	7.9	-	129	-	26.6	+ Still feels everyday useable - Very hard to find a standard one	★★★★★
VW Golf GTI (Mk1, 1.8)	095 R	'82-'84	4/1781	112/5800	109/3500	840kg	135	8.1	-	112	-	36.0	+ The car that started it all - Tricky to find an unmolested one	★★★★★
Volvo C30 T5 R-Design	122 R	'08-'12	5/2521	227/5000	236/1500	1347kg	165	6.6	16.9	149	203	32.5	+ Good-looking, desirable Volvo - Lacks edge of best hatches. Avoid auto	★★★★★

MADE IN SWEDEN.
TUNED FOR BRITAIN.
THE VOLVO V40 R-DESIGN.

British roads are different from Swedish roads. That's why we tested and tuned the V40 R-Design's steering right here in Britain. It puts you in total control, whether tackling the tightest of 'S' bends or the trickiest of roundabouts.

BOOK A TEST DRIVE TODAY
AT VOLVOCARS.CO.UK

Available with 3 years complementary servicing when purchased on Volvo Advantage Personal Contract Purchase.

Personal Contract Purchase Representative
Example: V40 T2 R-Design Rebel Blue



48 Monthly payments	£269
Customer deposit	£269
Finance deposit contribution	£750
Representative APR	4.9% APR
On the road price*	£20,269.50
Total amount of credit	£19,250.50
Interest charges	£2,806.50
Total amount payable	£23,076
Optional final payment	£9,145
Duration of agreement (months)	49
Fixed rate of interest p.a.	2.52%
Mileage per annum	8,000
Excess mileage charge	14.9p per mile

Finance subject to status. Retail sales only. *Subject to availability at participating dealers only on vehicles registered between 01/04/15 and 30/06/15. At the end of the agreement there are 3 options: (i) Renew: Part-exchange the vehicle; (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to the condition or mileage of the vehicle. Terms and conditions apply. Applicants must be 18 or over. Guarantee/indemnity may be required. Volvo Car Credit RPI+1.5%. You will not own the vehicle until all payments are made. The service offer is only applicable when purchasing on Volvo Advantage Personal Contract Purchase on vehicles ordered between 01/04/15 and 30/06/15. Services must be carried out at a Volvo Authorised Repairer. Retail offer only. Excludes fleet operators and business users. See volvocars.co.uk for full terms and conditions.

www.watches.co.uk
where time meets passion

SWISS  WATCH
COMPANY



We specialise in the acquisition and sale of high quality Swiss watches both modern and vintage, un-worn and pre-owned.

**Free Watch Valuation On-line
INSTANT CASH PAID**

by appointment only:

+44 (0)20 8994 4567

474a Chiswick High Road, Chiswick, London, W4 5TT

Rolex ■ Panerai ■ Tag Heuer ■ Audemars Piguet ■ Omega ■ Breitling ■ Zenith ■ IWC ■ Jaeger Le Coultre

The ultimate *styling* *cartuning* and centre

sales@ppcgb.com www.ppcgb.com facebook.com/PPCGB

- ALLOY WHEELS & TYRES
- SPORTS EXHAUST
- PERFORMANCE BRAKES
- TUNING & REMAPS
- BODY STYLING
- LED LIGHTS AND LAMPS
- INDUCTION KITS
- SUSPENSION UPGRADES

- SERVICING & DIAGNOSTICS
- M.O.T.



**50% off performance tuning
when you buy any performance
exhaust**

Fitting Centres

Essex 0845 1630 130 • Crawley 0845 5644 576 • Scotland 0845 8694 982 • Newcastle 0845 4212 960
Milton Keynes 0845 2876 678 • Southampton 0845 322 8769 • Eastbourne 0845 1633 722

NATIONAL FRANCHISE AVAILABLE

**PRESTIGE
PERFORMANCE
CENTRE
GB.COM**



Our Choice

BMW M5. The turbocharging of BMW's M-cars met with scepticism, but the current M5's 4.4-litre twin-turbo V8 feels a perfect fit. It's a brutally fast car, and there are clever (and useable) adjustable driving modes. '30 Jahre' special edition, which has an extra 40bhp, is especially worth a look.



Best of the Rest

Mercedes' E63 AMG offers intoxicating performance, especially with the S upgrade (pictured). BMW's M3 is an appealing all-round package, but its C63 AMG rival has more approachable limits. Meanwhile, the latest Alpina D3 Biturbo is not only the world's fastest diesel production car, but a great handler too.

Saloons / Estates / 4x4s

Car	Issue no.	Price	Engine cyl/cc	bhp/rpm	lb ft/rpm	Weight	bhp/ton	0-60mph	0-100mph	Max mph	CO2 g/km	EC mpg	EVO rating	
Alpina D3 Biturbo (F30)	192 D	£46,950	6/2993	345/4000	516/1500	1585kg	221	4.6	-	173	139	53.3	+ 173mph from a 3-litre diesel! Brilliant chassis, too - Auto only	★★★★★
Alpina B3 Biturbo (F30)	188 D	£54,950	6/2979	404/5500	442/3000	1610kg	255	4.2	-	190	177	37.2	+ Understated appearance, monster performance - E90 M3 is better on the limit	★★★★★
Alpina D3 (E90)	120 R	'08-'12	4/1995	211/4000	332/2000	1495kg	143	6.9	-	152	-	52.3	+ Excellent chassis, turbodiesel oomph - Rather narrow powerband	★★★★★
Alpina B5 Biturbo	149 D	£75,150	8/4395	533/5200	538/2800	1920kg	282	4.5	-	198	244	26.9	+ Big performance and top-line luxury - Driver not really involved	★★★★★
Alpina B7 Biturbo	134 D	£98,800	8/4395	533/5200	538/2800	2040kg	265	4.6	-	194	230	28.5	+ Massive performance and top-line luxury - Feels its weight when hustled	★★★★★
Aston Martin Rapide S	201 D	£147,950	12/5935	552/6650	465/5500	1990kg	282	4.2	-	203	300	21.9	+ Oozes star quality; gearbox on 2015MY cars a big improvement - It's cosy in the back	★★★★★
Aston Martin Rapide	141 R	'10-'13	12/5935	470/6000	443/5000	1990kg	240	5.2	-	188	355	-	+ Better than its DB9 sibling - More a 2+2 than a proper four-seater	★★★★★
Audi S3 Saloon	192 D	£33,540	4/1984	296/5500	280/1800	1430kg	210	5.3	-	155	162	26.4	+ On paper a match for the original S4 - In reality much less interesting	★★★★★
Audi S4 (B8)	166 D	£39,610	6/2995	328/5500	324/2900	1685kg	198	4.9	-	155	190	34.9	+ Great powertrain, secure chassis - The new RS4 is here now...	★★★★★
Audi S4 (B7)	073 D	'05-'08	8/4163	339/7000	302/3500	1700kg	206	5.4	-	155	-	-	+ Effortless V8, agile handling - Lacks ultimate finesse of class leaders	★★★★★
Audi RS4 Avant (B8)	192 R	£56,545	8/4163	444/8250	317/4000	1795kg	251	4.5	10.5	174	249	26.4	+ Looks and sounds the part, thunderously fast - Harsh ride, unnatural steering	★★★★★
Audi RS4 (B7)	088 R	'06-'08	8/4163	414/7800	317/5500	1650kg	255	4.5	10.9	155	-	-	+ 444bhp at 7800rpm! And there's an estate version too - Busy under braking	★★★★★
Audi RS4 (B5)	192 R	'00-'02	6/2671	375/6100	325/2500	1620kg	236	4.8	12.1	170	-	17.0	+ Effortless pace - Not the last word in agility. Bends wheel rims	★★★★★
Audi RS2	101 R	'94-'95	5/2226	315/6500	302/3000	1595kg	201	4.8	13.1	162	-	18.0	+ Storming performance (thanks to Porsche) - Try finding one	★★★★★
Audi S6	091 D	'06-'11	10/5204	429/6800	398/3000	1910kg	228	5.2	-	155	299	22.4	+ Even faster, and discreet with it - Very muted V10	★★★★★
Audi RS6 Avant (C7)	203 R	£77,995	8/3993	552/5700	516/1750	1935kg	290	3.6	8.2	155	229	28.8	+ Performance, foolproof powertrain, looks - Feels a bit one-dimensional	★★★★★
Audi RS6 Avant (C6)	116 R	'08-'10	10/4991	572/6250	479/1500	2025kg	287	4.3	9.7	155	333	20.2	+ The world's most powerful estate - Power isn't everything	★★★★★
Audi RS6 Avant (C5)	052 R	'02-'04	8/4172	444/5700	413/1950	1865kg	242	4.8	11.6	155	-	19.3	+ The ultimate estate car? - Numb steering	★★★★★
Audi RS7	208 R	£84,480	8/3993	552/5700	516/1750	1920kg	292	3.9	-	155	229	28.8	+ Stonking performance, great looks - Numb driving experience	★★★★★
Audi S7	171 D	£63,375	8/3993	414/5000	406/1400	1945kg	216	4.6	-	155	225	-	+ Looks and drives better than S6 it's based on - Costs £8000 more	★★★★★
Audi S8	164 D	£80,690	8/3993	513/5800	479/1700	1975kg	264	4.1	-	155	237	27.7	+ Quicker and much more economical than before - But still underwhelming to drive	★★★★★
Audi RS Q3	206 D	£45,495	5/2480	335/5300	332/1600	1655kg	206	4.8	-	155	203	32.1	+ Surprisingly characterful; better than many RSs - High centre of gravity	★★★★★
Bentley Flying Spur V8	200 D	£142,800	8/3997	500/6000	487/1700	2342kg	217	4.9	-	183	254	25.9	+ Effortless performance with real top-end kick - Determinedly unsporting	★★★★★
Bentley Flying Spur	185 D	£153,300	12/5998	616/6000	590/1600	2400kg	261	4.3	-	200	343	19.0	+ More power than old Flying Spur Speed - Feels its weight; engine sounds dull	★★★★★
Bentley Continental Flying Spur Speed	141 R	'08-'12	12/5998	600/6000	553/1750	2440kg	250	4.6	-	200	396	16.6	+ 600bhp; surprisingly fun handling - Could look a bit more like it goes	★★★★★
Bentley Mulsanne	178 F	£229,360	8/6752	505/4200	752/1750	2610kg	197	5.1	-	184	342	19.3	+ Drives like a modern Bentley should - Shame it doesn't look like one too	★★★★★
BMW 320d (F30)	168 R	£29,475	4/1995	181/4000	280/1750	1495kg	123	7.4	-	146	120	61.4	+ Fleet-friendly new Three is economical yet entertaining - It's a tad noisy	★★★★★
BMW 328i (F30)	165 D	£30,470	4/1997	242/5000	258/1250	1430kg	172	5.8	-	155	149	44.8	+ New-age four-pot 328i is great all-rounder - We miss the six-cylinder soundtrack	★★★★★
BMW 330d M Sport (F30)	180 D	£36,975	6/2993	254/4000	413/2000	1540kg	168	5.6	-	155	129	57.6	+ Great engine, fine handling, good value - Steering confuses weight with feel	★★★★★
BMW 435i Gran Coupe	203 D	£41,865	6/2979	302/5800	295/1200	1585kg	194	5.5	-	155	174	34.9	+ Superb straight-six, fine ride/handling balance - 335i saloon weighs and costs less	★★★★★
BMW M3 (F80)	207 D	£56,590	6/2979	425/5500	406/1850	1520kg	284	4.1	8.6	155	204	32.1	+ Looks, performance, practicality - On-limit body control; engine lacks character	★★★★★
BMW M3 (E90)	123 R	'08-'11	8/3999	414/8300	295/3900	1605kg	262	4.9	10.7	165	290	22.8	+ Every bit as good as the E92 M3 coupe - No carbon roof	★★★★★
BMW M3 CRT (E90)	179 R	'11-'12	8/4361	444/8300	324/3750	1580kg	285	4.4	-	180	295	-	+ Saloon chassis + weight savings + GTS engine = best E90 M3 - Just 67 were made	★★★★★
BMW 335i M Sport (E90)	134 R	'05-'11	6/2979	302/5800	295/1300	1535kg	200	5.6	-	155	196	31.0	+ Stunning drivetrain, controlled chassis - Looks a bit steady	★★★★★
BMW 528i (F10)	164 D	£36,570	4/1997	242/5000	258/1250	1710kg	144	6.2	-	155	152	41.5	+ Four-pot 528 is downsizing near its best - You'll miss the straight-six sound effects	★★★★★
BMW 535i (F10)	141 D	£44,560	6/2979	302/5800	295/1200	1685kg	182	6.1	-	155	185	34.9	+ New 5-series impresses... - But only with all the chassis options ticked	★★★★★
BMW M5 (F10M)	208 R	£73,960	8/4395	552/6000	501/1500	1870kg	300	4.3	-	155	232	28.5	+ Twin-turbocharging suits all-new M5 well - Can feel heavy at times	★★★★★
BMW M5 Touring (E60)	105 R	'07-'10	10/4999	500/7750	383/6100	1780kg	285	4.8	-	155	-	19.3	+ Brilliant at ten tenths - Feels slightly clumsy when pottering	★★★★★
BMW M5 (E60)	129 R	'04-'10	10/4999	500/7750	384/6100	1755kg	289	4.7	10.4	155	-	19.6	+ Close to being the ultimate supersaloon - SMG gearbox feels old-tech	★★★★★
BMW M5 (E39)	110 R	'99-'03	8/4941	394/6600	369/3800	1795kg	223	4.9	11.5	155	-	-	+ Magnificent V8-engined supersaloon - We'd be nit-picking	★★★★★
BMW M5 (E34)	110 R	'92-'96	6/3795	340/6900	295/4750	1653kg	209	5.9	13.6	155	-	-	+ The Godfather of supersaloons - The family can come too	★★★★★
BMW M5 (E28)	182 R	'86-'88	6/3453	282/6500	251/4500	1431kg	200	6.2	-	151	-	-	+ The original storming saloon - Understated looks	★★★★★
BMW M6 Gran Coupe	190 D	£98,145	8/4395	552/6000	501/1500	1875kg	299	4.2	-	155	232	28.5	+ Enormous performance, stylish looks - Price tag looks silly next to rivals, M5 included	★★★★★
BMW X5 M50d	191 D	£64,020	6/2993	376/4000	546/2000	2190kg	155	5.3	-	155	177	42.2	+ Straight-line pace - Driving experience identical to standard X5, despite the M badge	★★★★★
BMW X6 xDrive 50i	118 D	£63,065	8/4395	408/5500	442/1750	2190kg	186	5.4	-	155	292	22.6	+ Stunningly good to drive - Will you want to be seen arriving?	★★★★★
BMW X6M	134 D	£93,070	8/4395	547/6000	502/1500	2305kg	241	4.7	-	171	325	20.3	+ Fast, refined and comfortable - But it definitely lacks the M factor	★★★★★
BMW 750i	174 D	£71,575	8/4395	449/5500	480/2000	2020kg	226	4.7	-	155	199	-	+ Well specced, impressively refined - Lags far behind the Mercedes S-class	★★★★★
Brabus Bullit	119 R	£330,000	12/6233	720/5100	811/2100	1850kg	395	3.8	-	217	-	-	+ Seven hundred and twenty bhp - Three hundred thousand pounds	★★★★★
Cadillac CTS-V	148 R	£67,030	8/6162	556/6100	551/3800	1928kg	293	3.9	-	191	365	18.1	+ It'll stand out among M-cars and AMGs - But the novelty might wear off	★★★★★
Ford Sierra RS Cosworth 4x4	141 R	'90-'93	4/1993	220/6250	214/3500	1305kg	159	6.6	-	144	-	24.4	+ Fast and furious - Try finding a straight one	★★★★★
Ford Sierra RS Cosworth	'86-'90	4/1993	204/6000	204/4500	1220kg	169	6.2	-	143	-	-	-	+ Roadgoing Group A racecar - Don't shout about the power output!	★★★★★
Honda Accord Type R	012 R	'99-'03	4/2157	209/7200	158/6700	1306kg	163	6.1	17.4	142	-	29.4	+ One of the finest front-drivers of all time - Lack of image	★★★★★
Infiniti Q50S Hybrid	195 D	£39,995	6/3498	359/6800	402/5000	1750kg	208	5.1	-	155	144	45.6	+ Good powertrain, promising chassis - Lacklustre steering, strong rivals	★★★★★
Jaguar XF 3.0 V6 Diesel S	145 D	£46,615	6/2993	271/4000	443/2000	1695kg	162	5.9	-	155	159	47.1	+ Sweet handling plus diesel economy - But we'd still have the R	★★★★★
Jaguar XF Sportbrake 3.0 V6 Diesel S	177 D	£49,115	6/2993	271/4000	443/2000	1695kg	153	6.1	-	155	163	46.3	+ Looks and drives better than the saloon - There's now a Sportbrake R...	★★★★★
Jaguar XF 3.0 V6 Supercharged	178 D	£48,510	6/2995	335/6500	332/3500	1695kg	201	5.7	-	155	224	29.4	+ Fast, comfortable, refined - Bland engine, poor economy compared to diesel V6	★★★★★
Jaguar XFR	181 D	£65,440	8/5000	503/6000	461/2500	1800kg	284	4.8	10.2	155	270	24.4	+ Brilliant blend of pace and refinement - Doesn't sound as special as it is	★★★★★
Jaguar XFR-S	208 R	£79,995	8/5000	542/6500	501/2500	1912kg	288	4.4	-	186	270	24.4	+ XF gets turned up to 12 - Starting to feel its age	★★★★★
Jaguar XFR-S Sportbrake	203 R	£82,495	8/5000	542/6500	501/2500	1967kg	280	4.6	-	186	297	22.2	+ Looks fantastic, huge performance, nice balance - Not as sharp as the saloon	★★★★★

WORRIED ABOUT EXPENSIVE CAR REPAIR BILLS?



Get a Quote Online
warrantywise.co.uk



Call us on Freephone
0800 030 4569



Warrantywise

For full details, flick to our ad in your copy of Evo - Just look for Quentin!



Composite ceramic technology

PROFESSIONAL

GTECHNIQ
SMART SURFACE SCIENCE



The best ceramic paint protection, unrivalled levels of gloss, scratch and chemical resistance

service.gtechniq.com
01327 811 015

litchfieldmotors.com

LITCHFIELD
ADRENALINE ENGINEERED

Saloons / Estates / 4x4s

Car	Issue no.	Price	Engine cyl/cc	bhp/rpm	lb ft./rpm	Weight	bhp/ton	0-60mph	0-100mph	Max mph	CO2 g/km	EC mpg	EVO rating	
Jaguar XJ 3.0 V6 Diesel	148 D	£56,870	6/2993	271/4000	442/2000	1700kg	162	6.0	-	155	167	46.3	+ A great Jaguar - But not as great as the XJR...	★★★★★
Jaguar XJR	191 D	£92,395	8/5000	542/6500	502/2500	1805kg	302	4.4	-	174	270	24.4	+ Hot-rod vibe, fine cabin - Opinion-dividing looks	★★★★★
Jaguar XJR	054 R	£13,099	8/4196	400/6100	408/3500	1665kg	244	5.0	-	155	-	23.0	+ Genuine 7-series rival - 2007 facelift didn't help middle-aged image	★★★★★
Land Rover Discovery Sport	205 D	£32,395	4/2179	187/3500	310/1750	1863kg	100	9.8	-	117	159	46.3	+ Style, packaging, refinement - Will need to prove Sport tag in UK	★★★★★
Lexus IS F	151 R	£107,12	8/4969	417/6600	372/5200	1744kg	247	4.7	10.9	173	270	24.4	+ Shockingly good Lexus - The M3's available as a (second hand) four-door too	★★★★★
Lotus Carlton	170 R	£91,93	6/3615	377/5200	494/2000	1658kg	231	4.8	10.6	176	-	17.0	+ The Millennium Falcon of saloon cars - Every drive a work-out	★★★★★
Maserati Ghibli	186 D	£52,615	6/2979	325/5000	406/1750	1810kg	182	5.6	-	163	223	29.4	+ Bursting with character; good value compared to Quattroporte - It's still a big car	★★★★★
Maserati Ghibli S	198 D	£63,760	6/2979	404/5500	406/4500	1810kg	227	5.0	-	177	242	27.2	+ Stands out from the crowd; sounds good too - Chassis lacks finesse, engine lacks reach	★★★★★
Maserati Quattroporte S	184 D	£80,115	6/2979	404/5500	406/1750	1860kg	221	5.1	-	177	242	27.2	+ Tempting alternative to V8 - Feel-free steering, secondary ride lacks decorum	★★★★★
Maserati Quattroporte GTS	179 D	£108,185	8/3798	523/6800	479/2250	1900kg	280	4.7	-	190	274	23.9	+ Performance, sense of occasion - Lacks the charisma and edge of its predecessor	★★★★★
Maserati Quattroporte S	137 R	£108,12	8/4691	425/7000	361/4750	1990kg	216	5.1	12.1	174	365	18.0	+ A QP with the bhp it deserves - Grille is a bit Hannibal Lecter	★★★★★
Maserati Quattroporte Sport GTS	141 R	£108,12	8/4691	433/7000	361/4750	1990kg	221	5.1	-	177	365	18.0	+ The most stylish supersaloon - Slightly wooden brakes, unforgiving ride	★★★★★
Maserati Quattroporte	085 R	£104,08	8/4244	394/7000	333/4500	1930kg	207	5.1	-	171	-	17.9	+ Redefines big-car dynamics - Don't use auto mode	★★★★★
Maserati Quattroporte Sport GTS	113 D	£107,08	8/4244	396/7000	339/4250	1930kg	208	5.5	-	167	-	-	+ Best Quattroporte chassis so far - More power wouldn't go amiss	★★★★★
Mercedes-Benz 190E 2.5-16	185 F	£89,92	4/2498	201/6750	177/5500	1360kg	147	7.2	-	142	-	24.4	+ M-B's M3 alternative - Not as nimble as the Beemer	★★★★★
Mercedes-Benz CLA45 AMG	186 D	£42,270	4/1991	355/6000	332/2250	1510kg	239	4.6	-	155	161	31.0	+ Strong performance, classy cabin - Pricey compared to A45 AMG hatchback	★★★★★
Mercedes-Benz GLA45 AMG	205 R	£44,595	4/1991	355/6000	332/2250	1510kg	239	4.8	-	155	175	31.7	+ An aggressive and focused sports crossover - Low on driver interaction	★★★★★
Mercedes-AMG C63 S AMG	148 D	£66,545	8/3982	503/5500	516/1750	1655kg	309	4.0	-	155	192	34.4	+ Tremendous twin-turbo V8 power - Not quite as focused as an M division car	★★★★★
Mercedes-Benz C63 AMG	151 R	£107,14	8/6208	451/6800	442/5000	1655kg	277	4.4	9.7	160	280	23.5	+ Monstrous pace and extremely engaging - Same era M3 is just a little better...	★★★★★
Mercedes-Benz C55 AMG	088 R	£104,08	8/5439	367/5250	376/4000	1635kg	228	5.2	-	155	-	23.7	+ Furiously fast, commendably discreet - Overshadowed by M3 and RS4	★★★★★
Mercedes-Benz E63 AMG	187 D	£74,115	8/5461	549/5500	531/1750	1770kg	315	4.2	-	155	230	28.8	+ Power, response and accuracy in spades - A little lacking in originality	★★★★★
Mercedes-Benz E63 AMG S	208 R	£84,710	8/5461	571/5500	590/1750	1795kg	327	4.1	-	155	229	28.8	+ Effortless power; intuitive and approachable - Dim-witted auto 'box	★★★★★
Mercedes-Benz E63 AMG	165 R	£113,73	8/5461	518/5250	516/1750	1765kg	298	4.2	-	155	230	28.8	+ Turbo engine doesn't dilute E63 experience - Sometimes struggles for traction...	★★★★★
Mercedes-Benz E63 AMG	134 D	£109,11	8/6208	518/6800	465/5200	1765kg	298	4.5	-	155	295	22.4	+ As below, but with an extra 11bhp and squarer headlights - Steering still vague	★★★★★
Mercedes-Benz E63 AMG	096 D	£106,09	8/6208	507/6800	465/5200	1765kg	292	4.5	-	155	-	19.8	+ Brilliant engine, indulgent chassis - Vague steering, speed limits	★★★★★
Mercedes-Benz E55 AMG	052 R	£103,06	8/5439	476/6100	516/2650	1760kg	271	4.8	10.2	155	-	21.9	+ M5-humbling grunt, cossetting ride - Speed limits	★★★★★
Mercedes-Benz S63 AMG L	191 D	£119,835	8/5461	571/5500	664/2250	1995kg	294	4.4	-	155	237	27.9	+ Monster pace - Average steering feel	★★★★★
Mercedes-Benz S63 AMG	148 D	£107,13	8/5461	536/5500	590/2000	2040kg	267	4.5	-	155	244	26.9	+ Massive torque, massively reduced emissions - Massive car	★★★★★
Mercedes-Benz CLS63 AMG S	199 D	£86,500	8/5461	571/5500	590/1750	1795kg	327	4.1	-	155	231	28.5	+ Remains quick and characterful - Dated gearbox, no four-wheel drive option in the UK	★★★★★
Mercedes-Benz CLS63 AMG	178 R	£111,74	8/5461	518/5250	516/1750	1795kg	293	4.2	-	155	231	28.5	+ Monster performance, 549bhp an option - Not as desirable as a Bentley or Aston	★★★★★
Mercedes-Benz CLS63 AMG	099 R	£106,11	8/6208	507/6100	464/2650	1905kg	270	4.5	-	155	345	19.5	+ Beauty, comfort, awesome performance - M5 has the edge on B-roads	★★★★★
Mercedes-Benz ML63 AMG	176 R	£86,920	8/5461	518/5250	516/1750	2270kg	232	4.7	-	155	276	23.9	+ Great engine, surprisingly good dynamics - £85K buys a Boxster and an ML350...	★★★★★
Mercedes-Benz G63 AMG	172 D	£124,000	8/5461	537/5500	560/2000	2405kg	220	5.4	-	130	322	-	+ It exists; epic soundtrack - Ancient chassis, silly price	★★★★★
Mitsubishi Evo X FQ-300 SST	118 R	£108,13	4/1998	290/6500	300/3500	1590kg	185	5.2	13.9	155	256	26.2	+ Evo gets twin-clutch transmission - Not as exciting as it used to be	★★★★★
Mitsubishi Evo X FQ-360	122 D	£108,13	4/1998	340/6500	363/3500	1560kg	231	4.1	-	155	328	19.9	+ Ridiculously rapid new Evo - A five-speed gearbox?	★★★★★
Mitsubishi Evo X FQ-330 SST	134 R	£108,12	4/1998	324/6500	322/3500	1590kg	207	4.4	-	155	256	-	+ Great engine and gearbox combo - It still lives in the shadow of the Evo IX	★★★★★
Mitsubishi Evo X FQ-400	181 R	£109,10	4/1998	403/6500	387/3500	1560kg	262	3.8	-	155	328	-	+ Most powerful factory Evo ever... - About X grand too much when new	★★★★★
Mitsubishi Evo IX FQ-340	088 R	£105,07	4/1997	345/6800	321/4600	1400kg	250	4.3	10.9	157	-	-	+ Gives Porsche drivers nightmares - Points, Lots of	★★★★★
Mitsubishi Evo IX MR FQ-360	181 R	£105,07	4/1997	366/6887	363/3200	1400kg	266	3.9	-	157	-	-	+ Well-executed engine upgrades - Prison food	★★★★★
Mitsubishi Evo VIII	055 R	£103,04	4/1997	276/6500	289/3500	1410kg	199	5.1	-	157	-	-	+ The Evo grows up - Brakes need beefing up	★★★★★
Mitsubishi Evo VIII MR FQ-300	057 R	£103,05	4/1997	305/6800	289/3500	1400kg	221	4.8	-	157	-	20.5	+ Extra pace, extra attitude - Extra money	★★★★★
Mitsubishi Evo VII	031 R	£102,03	4/1997	276/6500	282/3500	1360kg	206	5.0	13.0	140	-	20.4	+ Terrific all-rounder - You tell us	★★★★★
Mitsubishi Evo VII RS Sprint	041 D	£102,03	4/1997	320/6500	327/6200	1260kg	258	4.4	-	150	-	-	+ Ruthlessly focused road weapon - For the truly committed	★★★★★
Mitsubishi Evo VI Makinen Edition	200 R	£100,01	4/1997	276/6500	275/2750	1365kg	205	4.6	-	150	-	-	+ Our favourite Evo - Subtle it is not	★★★★★
Porsche Panamera 4	186 D	£86,080	6/2997	414/6000	383/1750	1870kg	225	4.8	-	177	208	31.7	+ Strong performance and typically fine Porsche chassis - Misses characterful V8 of old 'S'	★★★★★
Porsche Panamera GTS	208 R	£93,391	8/4806	434/6700	383/3500	1925kg	229	4.4	-	178	249	26.4	+ Vivacious V8, entertaining balance - Can feel light on performance next to turbo'd rivals	★★★★★
Porsche Panamera Turbo	137 R	£108,006	8/4806	493/6000	516/2250	1970kg	254	3.6	8.9	188	270	24.6	+ Fast, refined and dynamically sound - It still leaves us cold	★★★★★
Porsche Panamera Turbo S	159 D	£111,73	8/4806	542/6000	590/2250	1995kg	276	3.7	-	190	270	24.6	+ Pace, excellent ergonomics - Steering feel, ride	★★★★★
Porsche Macan S	205 R	£43,648	6/2997	335/5500	339/1450	1865kg	183	5.4	-	157	204	31.4	+ No less compelling than the Turbo - Although lacks its ultimate speed and agility	★★★★★
Porsche Macan Turbo	207 D	£59,648	6/3604	394/6000	406/1350	1925kg	208	4.5	11.1	165	208	30.7	+ Doesn't feel like an SUV - Still not a match for a proper sports saloon	★★★★★
Porsche Cayenne GTS (Mk2)	173 D	£72,523	8/4806	414/6500	380/3500	2085kg	202	5.6	-	162	251	26.4	+ Dynamically the best SUV on sale - At two tons, it's still no sports car	★★★★★
Porsche Cayenne Turbo (Mk2)	202 D	£92,628	8/4806	513/6000	533/2250	2185kg	239	4.5	-	173	261	25.2	+ Remarkable performance, handling, completeness - Bigger, heavier, pricier than Macan	★★★★★
Porsche Cayenne Turbo S (Mk2)	184 D	£107,784	8/4806	542/6000	553/2250	2215kg	249	4.5	-	175	270	24.6	+ Near-identical power and torque to a Zonda C12S - In an SUV	★★★★★
Range Rover Evoque Coupe Si4	160 D	£46,660	4/1999	237/6000	251/1900	1670kg	144	7.0	-	135	199	-	+ Striking looks, sporting dynamics - Hefty price, and petrol version is auto-only	★★★★★
Range Rover Sport V8 Supercharged	186 D	£93,450	8/4999	503/6000	460/2500	2335kg	219	5.0	-	155	298	22.1	+ Deceptively quick and capable sports SUV - It's still got a weight problem	★★★★★
Range Rover SDV8	180 D	£80,850	8/4367	334/3500	516/1750	2360kg	144	6.5	-	140	229	32.5	+ Lighter, more capable, even more luxurious - Diesel V6 model feels more alert	★★★★★
Rolls-Royce Ghost	186 D	£216,864	12/6592	563/5250	575/1500	2360kg	242	4.7	-	155	317	20.8	+ It's quicker than you think - It's more enjoyable driven slowly	★★★★★
Rolls-Royce Phantom	054 R	£310,200	12/6749	543/5350	531/3500	2560kg	180	5.7	-	149	377	18.0	+ Rolls reinvented for the 21st Century - The roads are barely big enough	★★★★★
Subaru WRX STI	201 R	£28,995	4/2457	296/6000	300/4000	1534kg	196	5.2	-	159	242	27.2	+ Fast Subaru saloon returns (again) - Without a power increase	★★★★★
Subaru WRX STI	151 D	£101,13	4/2457	296/6000	300/4000	1505kg	200	5.1	-	158	243	26.9	+ Fast Subaru saloon returns - Without the blue paint and gold wheels	★★★★★
Subaru Impreza WRX GB270	109 D	£107,07	4/2457	266/5700	310/3000	1410kg	192	5.2	-	143	-	-	+ Fitting final fling for 'classic' Impreza - End of an era	★★★★★
Subaru Impreza STI	090 R	£105,07	4/2457	276/6000	289/4000	1495kg	188	5.3	-	158	-	25.9	+ Stunning to drive - Not so stunning to look at	★★★★★
Subaru Impreza STI Spec C *	084 D	£105,07	4/1994	320/6730	311/3500	1350kg	240	4.3	-	157	-	-	+ Lighter, faster, fiercer - The need for self-restraint	★★★★★
Subaru Impreza RB320	105 R	£107,07	4/2457	316/6000	332/3750	1495kg	215	4.8	-	155	-	-	+ Fitting tribute to a rallying legend - Too hardcore for some?	★★★★★
Subaru Impreza WRX STI PPP	073 R	£103,05	4/1994	300/6000	299/4000	1470kg	207	5.2	12.9	148	-	-	+ A Subaru with real edge - Bit too edgy in the wet	★★★★★
Subaru STI Type RA Spec C *	067 R	£103,05	4/1994	335/7000	280/3750	1380kg	247	4.3	11.1	160	-	-	+ Best Impreza since the PI - Lost its throbby flat-four voice	★★★★★
Subaru Impreza Turbo	011 R	£98,10	4/1994	215/5600	214/4000	1235kg	177	5.4	14.6	144	-	27.2	+ Destined for classic status - Thirsty	★★★★★
Subaru Impreza PI	200 R	£100,01	4/1994	276/6500	260/4000	1283kg	219	4.9	13.3	150	-	25.0	+ Ultimate old-shape Impreza - Prices reflect this	★★★★★
Subaru Impreza RB5 (PPP)	187 R	£99,99	4/1994	237/6000	258/3500	1235kg	195	5.0	14.1	143	-	-	+ Perfect blend of poise and power - Limited numbers	★★★★★
Subaru Impreza 22B	188 R	£98,99	4/2212	276/6000	265/3200	1270kg	220	5.0	13.1	150	-	-	+ The ultimate Impreza - Doesn't come cheap	★★★★★
Tesla Model S P85D	208 D	£79,080	515kW	691	687	2239kg	314	3.2	-	155	0	n/a	+ Dual motors and 4WD equals extraordinary acceleration - Lack of charging points	★★★★★
Tesla Model S Performance	196 R	£14,310kW	416	442	2100kg	201	4.2	-	130	0	n/a	-	+ Intoxicating performance, soothing refinement - Generic styling, charging limitations	★★★★★
Vauxhall Insignia VXR SuperSport	189 D	£29,824	6/2792	321/5250	321/5250	1825kg	179	5.6	-	170	249	26.6	+ A 170mph Vauxhall - Should be a more engaging steer	★★★★★
Vauxhall Vectra VXR	102 D	£106,09	6/2792	276/5500	262/1800	1580kg	177	6.1	-	161	-	27.4	+ Great engine, effortless pace, good value - Numb steering, lumpy ride	★★★★★
Vauxhall VXR8 GTS	208 R	£54,499	8/6162	576/6150	545/3850	1834kg	319	4.2	-	155	363	18.5	+ Monster engine, engaging driving experience - Woeful interior	★★★★★
Vauxhall VXR8 GTS	160 R	£111,73	8/6162	425/6000	406/4600	1831kg	236	4.9	-	155	320	20.9	+ Oversteery and characterful. Available as a pick-up too! - Nearly M3 saloon money	★★★★★
Volvo V60 Polestar	197 D	£49,775	6/2953	345/5										



CATERHAM HIRE WALES

Hire a 7 from us here in Wales.
Great roads right on our doorstep.
Don't waste time and miles stuck in traffic.



- Sigma 150 SV & Sigma Roadsport 125
- Free insurance included
- Single or multi day hire
- Free additional driver
- Accommodation and Restaurants arranged



Gift Vouchers available to buy online.



**Hire from
£185/day**

**Call us
now.**

01558 668708 - www.caterhamhirewales.com



USE PROTECTION **ADD STYLE**



RIMBLADES

Buy Online
www.rimblades.com
£29.99 a set. Available in 10 colours
A GREAT BRITISH INVENTION

WIN 316 HORSES WITH A MOUSE

**WIN YOUR DREAM CAR
FREE £5 WHEN YOU SIGN UP
GUARANTEED WINNER EVERY WEEK**

ENTER NOW AT BOTB.COM



BOTB.COM
WIN YOUR DREAM CAR



MICHAEL AKUAMOAH
BMW M6 + £10K CASH



CHARLES WEMYSS
ASTON MARTIN VANTAGE
ROADSTER

Tel: +44 (0)20 7371 8866
Email: info@botb.com



Our Choice

Audi R8 Spyder. The Spyder boasts supercar looks, presence and performance, yet you really could drive one every day. The V8 has a sweet engine and great dynamics, but if money's no object, we'd be seriously tempted by the equally brilliant V10.



Best of the Rest

The Mk3 Porsche Boxster S is a brilliant all-rounder, while the Lotus Exige S Roadster counters with a more focused driving experience. Jaguar's F-type also impresses in both S (left) and V8 S forms. Mazda's MX-5 is best for budget rear-drive fun, but for the ultimate thrills, get a Caterham 620R or Ariel Atom.

Sports Cars / Convertibles

Car	Issue no.	Price	Engine cyl/cc	bhp/rpm	lb ft/rpm	Weight	bhp/ton	0-60mph	0-100mph	Max mph	CO2 g/km	EC mpg	EVO rating	
Alfa Romeo 8C Spider	161 R	'09-'11	8/4691	450/7000	354/4750	1675kg	273	4.5	-	181	-	-	+ Beauty meets beast. They hit it off - Boot is useless for touring	★★★★★
Ariel Atom 3.5 Supercharged	180 D	£38,000	4/1998	310/8400	169/7200	550kg	573	2.7	-	155	-	-	+ As mad as ever - Rain	★★★★★
Ariel Atom 3.5R	198 R	£64,800	4/1998	350/8400	243/6100	550kg	647	2.6	-	155	-	-	+ Remarkable balance, poise and pace - Pricey	★★★★★
Ariel Atom 3.245	113 D	'08-'12	4/1998	245/8200	155/5200	500kg	498	3.2	-	150	-	33.0	+ The Atom just got a little bit better - Can still be a bit draughty...	★★★★★
Ariel Atom 3 Supercharged	138 R	'09-'12	4/1998	300/8200	162/7200	550kg	554	3.3	-	155	-	-	+ It's brilliant - It's mental	★★★★★
Ariel Atom Mugen	165 R	'12-'13	4/1998	270/8300	188/6000	550kg	499	2.9	-	150	-	-	+ Perfect engine for the Atom's chassis - Only ten were made	★★★★★
Ariel Atom V8 500	165 R	'10-'12	8/3000	475/10,500	284/7750	550kg	877	3.0	5.8	170	-	-	+ An experience unlike anything else on Planet Car - £150K for an Atom	★★★★★
Aston Martin V8 Vantage Roadster	130 R	£89,994	8/4735	420/7000	346/5750	1710kg	250	4.7	-	180	328	20.4	+ Sportiest, coolest drop-top Aston in years - Starting to feel its age	★★★★★
Aston Martin V8 Vantage S Roadster	161 R	£108,995	8/4735	430/7300	361/5000	1690kg	258	4.6	-	189	299	21.9	+ Sounds amazing, looks even better - Still not the best drop-top in its class	★★★★★
Aston Martin V12 Vantage S Roadster	202 D	£147,000	12/5935	565/6750	457/5750	1745kg	329	4.1	-	201	343	19.2	+ A brilliant two-seat roadster... - Jet down by a frustrating gearbox	★★★★★
Aston Martin V12 Vantage Roadster	175 R	'12-'14	12/5935	510/6500	420/5750	1760kg	294	4.4	-	190	-	-	+ As good as the coupe, with amplified V12 rumble - Just a smidgen shakier	★★★★★
Aston Martin DB9 Volante	150 D	£141,995	12/5935	470/6000	443/5000	1815kg	263	4.6	-	190	368	18.2	+ Consummate cruiser and capable when pushed - Roof-up wind noise	★★★★★
Aston Martin DBS Volante	133 D	'09-'12	12/5935	510/6500	420/5750	1810kg	286	4.3	-	191	388	17.3	+ A feelgood car par excellence - It's a bit of a heavyweight	★★★★★
Audi TTS Roadster	207 D	£41,085	4/1984	306/5800	280/1800	1450kg	214	5.2	-	155	169	38.7	+ A serious proposition, ranking close behind a Boxster S - Coupe still looks better	★★★★★
Audi TTS Roadster	122 D	'08-'14	4/1984	268/6000	258/2500	1455kg	187	5.6	-	155	189	34.9	+ Effortlessly quick - Long-term appeal open to question	★★★★★
Audi TTS RS Roadster	133 D	'09-'14	5/2480	335/5400	332/1600	1510kg	225	4.7	-	155	212	31.0	+ Terrific engine... - It is the best thing about it	★★★★★
Audi S5 Cabriolet	130 D	£46,770	6/2995	328/5500	325/2900	1875kg	178	5.6	-	155	199	33.2	+ Gets the S4's trick supercharged engine - Bordering on dull	★★★★★
Audi RS5 Cabriolet	179 D	£69,505	8/4163	444/8250	317/4000	1920kg	235	4.9	-	155	249	26.4	+ Pace, looks, interior, naturally aspirated V8 - Not the last word in fun or involvement	★★★★★
Audi RS4 Cabriolet	094 D	'06-'08	8/4163	414/7800	317/5500	1845kg	228	4.9	-	155	-	-	+ That engine - Wibble wobble, wibble wobble, jelly on a plate	★★★★★
Audi R8 V8 Spyder	186 D	£102,385	8/4163	424/7900	317/6000	1660kg	259	4.8	-	187	337	19.6	+ More delicate and subtle than the V10 - The V10 sounds even better	★★★★★
Audi R8 V10 Spyder	185 R	£123,485	10/5204	518/8000	391/6500	1720kg	306	4.1	-	194	349	19.0	+ Sensational for the money - Not quite a rival for the 458 and 12C Spiders	★★★★★
BAC Mono	189 R	£124,255	4/2261	280/7700	206/6000	540kg	527	2.8	-	170	-	-	+ The most single-minded track car available - That means no passengers...	★★★★★
Bentley Continental GT V8 Convertible	168 R	£150,200	8/3993	500/6000	487/1700	2395kg	212	4.7	-	187	254	25.9	+ One of the world's best topless GTs - Still no sports car	★★★★★
Bentley Continental GT V8 S Convertible	194 D	£160,500	8/3993	521/6000	502/1700	2395kg	221	4.5	-	191	258	25.4	+ A true drivers' Bentley - Excessively heavy, feels like it could give more	★★★★★
Bentley Conti GT Speed Convertible	187 D	£181,000	12/5998	626/6000	605/1700	2420kg	263	4.1	-	203	347	19.0	+ Effortless performance, style - Running costs a tad on the high side	★★★★★
Bentley Continental Supersports	147 D	'10-'12	12/5998	621/6000	590/2000	2395kg	263	3.9	-	202	388	17.3	+ Fast, capable and refined - Coupe does the Supersports thing better	★★★★★
BMW M235i Convertible	207 D	£37,710	6/2979	321/5800	332/1300	1600kg	204	5.2	-	155	199	33.2	+ Neat styling, great drivetrain - Loss of dynamic ability compared with coupe	★★★★★
BMW Z4 sDrive 35i M Sport (Mk2)	186 D	£43,005	6/2979	302/5800	295/1300	1505kg	204	5.2	-	155	219	30.1	+ Looks, hard-top versatility, drivetrain - Clumsy chassis is upset by ragged surfaces	★★★★★
BMW Z4 3.0si (Mk1)	094 D	'06-'09	6/2996	265/6600	232/2750	1310kg	205	5.7	-	155	-	32.9	+ Terrific straight-six - Handling not as playful as we'd like	★★★★★
BMW Z4 M Roadster	091 R	'06-'09	6/3246	338/7900	269/4900	1410kg	244	4.8	-	155	-	23.3	+ Exhilarating and characterful, that engine - Stiff suspension	★★★★★
BMW M Roadster	002 R	'98-'02	6/3246	325/7400	258/4900	1375kg	240	5.3	-	155	-	25.4	+ Fresh-air M3, that motor, hunky looks - M Coupe drives better	★★★★★
BMW 435i Convertible	194 D	£45,680	6/2979	302/5800	295/1200	1740kg	176	5.6	-	155	190	34.8	+ Impressive chassis, smart looks, neat roof - Extra weight, not as composed as coupe	★★★★★
BMW M4 Convertible (F83)	202 D	£61,145	6/2979	425/5500	406/1850	1750kg	247	4.6	-	155	213	31.0	+ As good as fast four-seat drop-tops get... - ...but still not as good as a coupe or saloon	★★★★★
BMW M3 Convertible (E93)	119 D	'08-'13	8/3999	414/8300	295/3900	1810kg	232	5.3	-	155	297	22.2	+ M DCT transmission, pace, slick roof - Extra weight blunts the edge	★★★★★
BMW M3 Convertible (E46)	035 D	'01-'06	6/3246	338/7900	269/5000	1655kg	207	5.3	-	155	-	23.3	+ That engine - Gets the wobbles on British B-roads	★★★★★
BMW Z8	026 R	'00-'03	8/4941	400/6600	369/3800	1585kg	256	4.8	11.1	155	-	14.4	+ M5-powered super-sportster - M5's more fun to drive	★★★★★
Caterham Seven 160	198 R	£19,330	4/660	80/7000	79/3400	490kg	166	6.5	-	100	-	-	+ The fabulous Seven formula at its most basic - Gets pricey with options	★★★★★
Caterham Seven Roadsport 125	105 R	£23,330	4/1595	125/6100	120/5350	539kg	235	5.9	-	112	-	-	+ New Ford-engined model is just great - Bigger drivers need SV model	★★★★★
Caterham Seven Supersport	165 R	£24,830	4/1595	140/6900	120/5790	520kg	273	4.9	-	120	-	-	+ One of the best Caterhams is less than £20K... - ...if you build it yourself	★★★★★
Caterham Seven Supersport R	180 D	£28,330	4/1999	180/7300	143/6100	535kg	342	4.8	-	130	-	-	+ The best road-and-track Seven yet - Impractical, noisy, uncomfortable	★★★★★
Caterham Seven Superlight R400	105 R	£36,330	4/1999	210/7800	152/5750	525kg	406	3.8	-	140	-	-	+ R400 reborn with (lots of) Ford power - Slightly hesitant low-rev pick-up	★★★★★
Caterham Seven Superlight R500	123 R	£43,055	4/1999	263/8500	177/7200	506kg	528	2.9	-	150	-	-	+ Better power-to-weight ratio than a Veyron - Until you add the driver	★★★★★
Caterham Seven CSR 260 Superlight	094 R	£45,330	4/2261	256/7500	200/6200	565kg	460	3.8	-	155	-	-	+ Brilliant for high days, holidays and trackdays - Wet Wednesdays	★★★★★
Caterham Seven 620R	187 R	£50,555	4/1999	311/7700	219/7350	545kg	580	2.8	-	155	-	-	+ Banzai on track, yet still relevant on the road - £50k for a Seven?	★★★★★
Caterham Seven Superlight R300	150 R	'09-'12	4/1999	175/7000	139/6000	515kg	345	4.5	-	140	-	-	+ Possibly all the Caterham you need - They're not cheap	★★★★★
Caterham Levante	131 R	'09-'10	8/2398	550/10000	300/8500	520kg	1074	4.8	8.2	150	-	-	+ Twice the power-to-weight ratio of a Veyron! - Not easy to drive slowly	★★★★★
Caterham Seven R300	068 R	'02-'06	4/1796	160/7000	130/5000	500kg	325	4.7	-	130	-	-	+ Our 2002 Trackday Car of the Year - Not for wimps	★★★★★
Caterham Seven R400	068 R	'03-'06	4/1796	200/7500	150/5750	490kg	415	3.9	-	140	-	-	+ Race-car with a number plate - Your missus will leave you	★★★★★
Caterham Seven R500	200 R	'99-'06	4/1796	230/8600	155/7200	460kg	510	3.6	8.8	146	-	-	+ The K-series Seven at its very best - A cup holders	★★★★★
Caterham Seven R500 Evolution	069 R	'04	4/1998	250/8000	190/4000	460kg	552	3.9	8.1	150	-	-	+ Madder than Mad Jack McMad - Er, it's a bit mad	★★★★★
Donkervoort D8 GTO Performance	185 R	£120,000	5/2480	375/5500	350/1750	695kg	548	2.8	-	168	-	-	+ There's nothing else like it - Pricey for a car with a five-cylinder engine	★★★★★
Ferrari California T	198 D	£154,490	8/3855	552/7500	557/4750	1729kg	324	3.6	-	196	250	26.9	+ Turbocharged engine is a triumph - Still places daily usability above outright thrills	★★★★★
Ferrari California	171 D	'08-'14	8/4297	483/7750	372/5000	1735kg	283	3.8	-	193	299	-	+ Revised with sharper performance and dynamics - We'd still take a 458 Spider	★★★★★
Honda S2000	118 D	'99-'09	4/1997	237/8300	153/7500	1260kg	191	6.2	-	150	-	28.2	+ An alternative and rev-happy roadster - The Boxster's better	★★★★★
Jaguar F-type Convertible	186 R	£56,735	6/2995	335/6500	332/3500	1587kg	214	5.5	-	161	234	28.8	+ Beautiful, enjoyable, responsive - Noticeably junior to the V6 S	★★★★★
Jaguar F-type S Convertible	183 R	£65,735	6/2995	375/6500	339/3500	1604kg	238	5.3	-	171	234	28.8	+ Better-damped and more rounded than the V8 S - A Boxster S is £20k cheaper	★★★★★
Jaguar F-type V8 S Convertible	183 R	'13-'14	8/5000	488/6500	461/2500	1665kg	298	4.3	-	186	259	25.5	+ Wilder than the V6 S - Could be too exuberant for some	★★★★★
Jaguar XK 5.0 Convertible		£60,975	8/5000	380/6500	380/3500	1621kg	238	5.3	-	155	264	25.2	+ Basic XK gets extra power... - ...but loses some of its GT refinement	★★★★★
Jaguar XKR Convertible	130 R	£75,975	8/5000	503/6000	461/2500	1725kg	296	4.6	-	155	292	23.0	+ Gains Jag's fantastic new V8 - Loses sporting ground to its main foes	★★★★★
Jaguar XKR-S Convertible	167 R	£104,490	8/5000	542/6500	502/2500	1725kg	319	4.2	-	186	292	23.0	+ Loud and mad; most exciting Jag in years - It's also the most expensive in years	★★★★★
Jaguar XK	089 R	'06-'09	8/4196	294/6000	303/4100	1635kg	183	6.6	-	155	-	25.0	+ Every bit as good as the XK coupe - 294bhp still only just enough	★★★★★
Jaguar XKR		'06-'09	8/4196	414/6250	413/4000	1705kg	247	5.0	-	155	-	-	+ First Jag sports car for years - Overwrought detailing	★★★★★
Jaguar XKR		'97-'06	8/3996	370/6150	387/3600	1750kg	215	5.4	12.8	155	-	15.6	+ Hurricane-in-the-hair motoring - A danger to toupees everywhere	★★★★★
KTM X-Bow GT	183 D	£95,880	4/1984	281/6400	310/3200	875kg	326	4.1	-	144	189	34.0	+ Extraordinary ability, now in a more road-friendly package - Price	★★★★★
KTM X-Bow R	165 R	£87,480	4/1984	296/5500	295/3300	818kg	368	3.6	-	144	-	-	+ Sharper handling, more power - Pity it's not even lighter, and cheaper	★★★★★
KTM X-Bow	138 R	'08-'12	4/1984	237/5500	229/2000	818kg	294	3.8	-	137	-	-	+ Mad looks; real quality feel - Heavier and pricier than you'd hope	★★★★★
Lotus Elise 1.6	144 D	£30,900	4/1598	134/6800	118/4400	876kg	155	6.0	-	127	149	45.0	+ New 1.6 Elise is light and fantastic - Smaller engine could out some off	★★★★★

PAST master

The DB7 Vantage was the first Aston to be fitted with a V12 engine. David Vivian was impressed

Aston Martin DB7 Vantage Issue 010, August 1999

'There's something about the V12/GT combination that feels and sounds ineffably right. Especially when the accompanying statistics are so... well... BIG: 6.0 litres, 420bhp, 400lb ft of torque and a 7000rpm rev limit.

'From a standing start it will bonfire the fat Bridgestone rubber until smoke obscures the sun. But cool the revs,

flick in the traction control, and it decks all 400lb ft with real panache and efficiency. The engine note, previously restrained, swells and hardens to a hollow, slightly metallic yowl, the back of the car squats and squirms as the torque charge thuds into the road and the 52mph first gear is history in a couple of heartbeats. Pump-action acceleration.'





SERIOUS TOYS for SERIOUS BOYS



Established in 2003, Supercars on Demand offers nationwide, short term prestige and supercar hire from a fleet of some of the world's most desired luxury vehicles. We also arrange outstanding tours, trips and road rallies in the UK and across Europe, as well as corporate events and entertainment. With a nationwide service - including delivery/collection at any UK airport - when will you take the driving seat?

Bring your childhood dream to life with prestige and supercar hire from

0333 323 2660

www.supercarsondemand.com

**SUPERCARS_{on}
DEMAND**



Sports Cars / Convertibles

Car	Issue no.	Price	Engine cyl/cc	bhp/rpm	lb ft/rpm	Weight	bhp/ton	0-60mph	0-100mph	Max mph	CO2 g/km	EC mpg	EVO rating	
Lotus Elise 1.6 Club Racer	183 R	£30,900	4/1598	134/6800	118/4400	852kg	160	6.0	-	127	149	45.0	+ Even lighter, even more focused - A touch pricey for a stripped-out Elise	★★★★★
Lotus Elise S	172 R	£37,200	4/1798	217/6800	184/4600	924kg	239	4.2	-	145	175	37.5	+ New supercharged Elise boasts epic grip and pace - £37k before (pricey) options...	★★★★★
Lotus Elise S Club Racer	189 D	£37,200	4/1798	217/6800	184/4600	905kg	244	4.2	-	145	175	37.5	+ Purist approach intensifies ability - Lightest, option-free spec requires commitment	★★★★★
Lotus Elise S Cup	207 D	£43,500	4/1798	217/6800	184/4600	932kg	237	4.2	-	140	175	37.5	+ Rewards precision like no other Elise - You can't remove the roof	★★★★★
Lotus Exige S Roadster	186 R	£55,500	6/3456	345/7000	295/4500	1166kg	301	3.8	-	145	235	28.0	+ Like the hard-top Exige S, but more road-friendly - Boxster S is a better all-rounder	★★★★★
Lotus Elise R	068 R	'04-'11	4/1796	189/7800	133/6800	860kg	223	5.6	13.9	150	196	34.4	+ Most thrillsome Elise yet - Blaring engine note	★★★★★
Lotus Elise SC	131 R	'08-'11	4/1794	218/8000	156/5000	870kg	254	4.5	11.4	148	199	33.2	+ All the usual Elise magic - Supercharged engine lacks sparkle	★★★★★
Lotus Elise S 1.8	104 R	'06-'10	4/1794	134/6200	127/4200	860kg	158	6.3	18.7	127	-	37.2	+ Brilliant entry-level Elise - Precious little	★★★★★
Lotus Elise 111S	049 R	'02-'04	4/1796	156/7000	129/4650	860kg	197	5.1	-	131	-	40.9	+ A genuinely useable Elise - Air-con? In an Elise?	★★★★★
Lotus Elise Sport 135	040 D	'03	4/1796	135/6200	129/4850	726kg	189	5.4	-	129	-	-	+ One of our fave S2 Elises - Brakes need more bite and pedal feel	★★★★★
Lotus Elise Sport 190	044 R	'03	4/1796	190/7800	128/5000	710kg	272	4.7	12.1	135	-	-	+ Fabulous trackday tool - Pricey	★★★★★
Lotus Elise (SI)	126 R	'96-'01	4/1796	118/5500	122/3000	731kg	164	6.1	18.5	126	-	39.4	+ A modern classic - A tad impractical?	★★★★★
Lotus 2-Eleven Supercharged	123 R	'07-'11	4/1796	252/8000	199/7000	670kg	382	3.8	-	150	-	-	+ Impressive on road and track - Not hardcore enough for some	★★★★★
Lotus 2-Eleven GT4	138 R	'09-'11	4/1796	266/8200	199/7200	670kg	403	3.7	-	155	-	-	+ evo Track Car of the Year 2009 - It's a 76-grand Lotus with no roof	★★★★★
Lotus 2-Eleven	126 R	'07-'11	4/1796	189/7800	133/6800	720kg	267	4.3	-	140	-	-	+ Not far off supercharged car's pace - Pricey once it's made road-legal	★★★★★
Lotus 340R	126 R	'00	4/1796	190/7800	146/5000	658kg	293	4.5	12.5	126	-	-	+ Hardcore road-racer... ..that looks like a dune buggy from Mars	★★★★★
Lotus Elan SE	095 R	'89-'95	4/1588	165/6600	148/4200	1022kg	164	6.7	-	137	-	21.0	+ Awesome front-drive chassis - Rather uninvolving	★★★★★
Maserati GranCabrio	142 D	£98,940	8/4691	434/7000	332/4750	1980kg	223	5.2	-	177	337	19.5	+ As good to drive as it is to look at - Lacks the grunt of some rivals	★★★★★
Maserati GranCabrio Sport	161 D	£104,535	8/4691	444/7000	376/4750	1980kg	228	5.0	-	177	377	19.5	+ Looks, performance, cruising ability - Brakes could be sharper	★★★★★
Maserati GranCabrio MC	185 D	£112,370	8/4691	454/7000	383/4750	1973kg	234	4.9	-	179	337	19.5	+ Most powerful GranCabrio yet - The GranCabrio is starting to show its age	★★★★★
Mazda MX-5 1.8i SE (Mk3.5)		£18,495	4/1798	124/6500	123/4500	1075kg	117	9.9	-	121	167	39.8	+ Basic MX-5 offers plenty of fun - But you'll probably want the 2.0's power	★★★★★
Mazda MX-5 R'ster Coupe 2.0i (Mk3.5)	170 R	£23,095	4/1999	158/7000	139/5000	1173kg	137	7.9	-	136	181	36.2	+ Handles brilliantly again - Less than macho image; no soft-top option with 2-litre engine	★★★★★
Mazda MX-5 1.8i (Mk3)	091 R	'05-'09	4/1798	124/6500	123/4500	1153kg	108	9.3	-	122	-	-	+ Gearchange, interior - Lost some of the charm of old MX-5s; dubious handling	★★★★★
Mazda MX-5 1.8i (Mk2)	017 R	'98-'05	4/1839	146/7000	124/5000	1065kg	140	8.6	-	123	-	32.5	+ Affordable ragtops don't get much better - Cheap cabin	★★★★★
Mazda MX-5 1.6 (Mk1)	131 R	'89-'97	4/1597	115/6500	100/5500	971kg	120	9.0	-	114	-	-	+ The original and still (pretty much) the best - Less than rigid	★★★★★
Mercedes-Benz SLK350 Sport	161 R	£44,605	6/3498	302/6500	273/3500	1465kg	209	5.5	-	155	167	39.8	+ Best non-AMG SLK yet - Still no Boxster-beater	★★★★★
Mercedes-Benz SLK55 AMG	186 R	£55,345	8/5461	416/6800	398/4500	1615kg	262	4.6	-	155	195	33.6	+ Quicker and more economical than ever - Needs to be sharper, too	★★★★★
Mercedes-Benz SLK55 AMG	087 R	'05-'10	8/5439	355/5750	376/4000	1575kg	229	4.9	-	155	-	23.5	+ Superb engine, responsive chassis - No manual option, ESP spoils fun	★★★★★
Mercedes-Benz SLK55 AMG Black Series	110 R	'07-'08	8/5439	394/5750	383/3750	1495kg	268	4.9	11.2	174	-	-	+ AMG gets serious - Dull-witted TG-Tronic auto box, uneven dynamics	★★★★★
Mercedes-Benz SL500	169 D	£81,915	8/4663	429/5250	516/1800	1710kg	255	4.6	-	155	212	31.0	+ Watfy performance, beautifully engineered - Lacks ultimate sports car feel	★★★★★
Mercedes-Benz SL63 AMG	171 D	£112,510	8/5461	530/5500	590/2000	1770kg	304	4.3	-	155	231	-	+ Monster performance, lighter than before - Still heavy, steering lacks consistency	★★★★★
Mercedes-Benz SL65 AMG	183 D	£170,815	12/5980	621/4800	737/2300	1875kg	336	4.0	-	155	270	24.4	+ Chassis just about deals with the power - Speed limits	★★★★★
Mercedes-Benz SL63 AMG	117 D	'08-'13	8/6208	518/6800	464/5200	1970kg	278	4.6	-	155	328	20.0	+ More focused than old SL55 AMG - Lost some of its all-round appeal	★★★★★
Mercedes-Benz SL55 AMG	070 R	'02-'07	8/5439	493/6100	516/2650	1955kg	256	4.6	10.2	155	-	-	+ As fast as a Murciélago - Not as much fun	★★★★★
Mercedes-Benz SL65 AMG	077 D	'04-'10	12/5980	604/4800	737/2000	2035kg	302	4.1	-	155	-	-	+ Gob-smacking performance - Gob-smacking pricey	★★★★★
Mercedes-Benz SLS AMG Roadster	167 R	'12-'14	8/6208	563/6800	479/4750	1660kg	345	3.7	-	197	308	21.4	+ Loses none of the coupe's talents - But (understandably) loses the gullwing doors	★★★★★
Mini JCW Convertible (R57)	130 R	£25,295	4/1598	208/6000	206/1850	1230kg	172	6.9	-	146	169	38.7	+ A manlier Mini cabrio. As hardcore as the hatch... ..which is still better	★★★★★
Morgan 3 Wheeler	198 R	£25,950	2/1976	82/5250	103/3250	525kg	159	6.0	-	115	215	30.3	+ Quirky, characterful, brilliant - Can become a two-wheeler if you push too hard	★★★★★
Morgan Plus 8 Speedster	202 R	£71,140	8/4799	362/6300	370/3600	1000kg	368	4.2	-	148	282	23.3	+ Fantastic old-school roadster experience - Gets unsettled by big bumps	★★★★★
Morgan Plus 8	171 R	£86,345	8/4799	362/6300	370/3600	1100kg	334	4.4	-	155	256	25.7	+ Hilariious mix of old looks and new mechanicals - Refinement is definitely old-school	★★★★★
Morgan Aero SuperSports	145 R	£128,045	8/4799	362/6300	370/3600	1180kg	312	4.2	-	170	-	-	+ As above, with a V8 and targa top - It's proper supercar money	★★★★★
Morgan Aero 8	105 R	'02-'08	8/4799	362/6300	361/3400	1100kg	334	4.5	-	170	-	25.2	+ Glorious sound, view over bonnet, dynamics - Awkward-looking rear	★★★★★
Nissan 370Z Roadster	143 R	'10-'14	6/3696	326/7000	269/5200	1554kg	213	5.5	-	155	262	25.2	+ The Zed's old-school character remains intact - Its purposeful looks don't	★★★★★
Porsche Boxster (981)	172 R	£38,810	6/2706	261/6700	206/4500	1310kg	202	5.4	-	164	192	34.5	+ Goes & looks better; cleanest Boxster ever - Steering now electric to help cut CO2	★★★★★
Porsche Boxster S (981)	186 R	£47,035	6/3436	311/6700	265/4500	1320kg	239	5.1	-	173	206	32.1	+ Boxster steps out of 911's shadow - But gets 911's less appealing electric steering	★★★★★
Porsche Boxster GTS (981)	203 D	£52,879	6/3436	325/6700	273/4500	1345kg	246	5.0	-	174	211	31.4	+ Superb dynamics, fantastic engine, great looks - Sport suspension is very firm	★★★★★
Porsche Boxster (987)		'05-'12	6/2893	252/6400	214/4400	1335kg	192	5.9	-	163	221	30.0	+ Second-gen Boxster's as brilliant as ever - It's a typically Porsche redesign	★★★★★
Porsche Boxster S (987)	161 R	'05-'12	6/3436	306/6400	265/5500	1355kg	229	5.3	-	170	223	29.7	+ As above, but with more power - Lighter steering than before	★★★★★
Porsche Boxster Spyder (987)	188 R	'10-'12	6/3436	316/7200	273/4750	1275kg	252	5.0	-	166	221	29.1	+ Lighter, more driver-centric Boxster - Collapsed-brolly roof not the most practical	★★★★★
Porsche Boxster (986)	049 R	'99-'04	6/2687	228/6300	192/4700	1275kg	182	6.3	-	155	-	29.1	+ Still an impeccable sports car - Very little	★★★★★
Porsche Boxster S (986)	070 R	'99-'04	6/3179	260/6200	228/4700	1320kg	200	5.5	-	164	-	26.9	+ Added power is seductive - As above	★★★★★
Porsche 911 Carrera Cabriolet (991)	183 R	£82,169	6/3436	345/7400	288/5600	1450kg	242	5.0	-	178	217	30.7	+ Brilliant engine - Doesn't quite have the 'magic' at any speed' character of previous 911s	★★★★★
Porsche 911 Carrera S Cabriolet (991)	171 R	£92,204	6/3800	394/7400	324/5600	1465kg	273	4.6	-	187	229	29.1	+ All-new open 911 drives just like the coupe - Which means the same artificial steering	★★★★★
Porsche 911 Turbo Cabriolet (997)	139 D	'07-'12	6/3800	493/6000	479/1950	1645kg	305	3.8	-	194	275	24.1	+ Absurdly quick and capable drop-top - We'd still take the coupe	★★★★★
Porsche 911 Turbo Cabriolet (996)	060 R	'03-'05	6/3596	414/6000	413/4600	1700kg	250	4.7	-	185	-	-	+ Faster than you'll ever need it to be - Just the image thing again	★★★★★
Radical SR3 SL	174 R	£81,300	4/2000	300/6000	265/4000	795kg	383	3.0	-	161	-	-	+ Our 2011 Track Car of the Year, and it's road-legal - You'll need to wrap up warm	★★★★★
Radical SR8LM	138 R	'09-'12	8/2800	460/10,500	260/8000	680kg	687	3.2	-	168	-	-	+ Fastest car around the Nordschleife - Convincing people it's road legal	★★★★★
Renault Sport Spider	183 R	'96-'99	4/1998	148/6000	136/4500	930kg	157	6.5	-	131	-	-	+ Rarity, fabulous unassisted steering feel - Heavier than you'd hope	★★★★★
Toyota MR2	187 R	'00-'06	4/1794	138/6400	125/4400	975kg	141	7.2	21.2	130	-	38.2	+ Tight lines, taut dynamics - Minimal luggage space	★★★★★
TVR Tamora	070 R	'01-'07	6/3605	350/7200	290/5500	1050kg	338	4.5	-	160	-	-	+ Well-sorted soft-top TVR - Awkward styling	★★★★★
TVR Tuscan Convertible	091 R	'05-'07	6/3996	365/6800	315/6000	1100kg	337	3.8	8.1	195+	-	-	+ Spirit of the Griff reborn - Over 195mph? Really?	★★★★★
TVR Chimaera 5.0	007 R	'93-'03	8/4988	320/5500	320/3750	1060kg	307	4.6	-	167	-	26.4	+ Gorgeous noise, tarmac-ripping grunt - Details	★★★★★
TVR Griffith 4.3	068 R	'92-'93	8/4280	280/5500	305/4000	1060kg	268	4.8	11.2	148	-	-	+ The car that made TVR. Cult status - Mere details	★★★★★
TVR Griffith 500	009 R	'93-'01	8/4988	320/5500	320/3750	1060kg	307	4.8	11.2	167	-	22.1	+ Gruff diamond - A few rough edges	★★★★★
Vauxhall VX220	023 R	'00-'04	4/2198	145/5800	150/4000	875kg	168	5.6	-	136	-	34.4	+ Absurdly good Vauxhall - The badge?	★★★★★
Vauxhall VX220 Turbo	066 R	'03-'05	4/1998	197/5500	184/1950	930kg	215	4.7	-	151	-	-	+ Nothing comes close for the money - Marginal everyday usability	★★★★★
Zenos E10 S	208 R	£29,995	4/1999	250/7000	295/2500	725kg	350	4.0	-	145	-	-	+ Neutral and exploitable - We need to try one on track	★★★★★



ON SALE NOW!

THE THRILL OF DRIVING – NOW ON T-SHIRTS!
View the full range at evo.co.uk. Prices from just £16.99

KW clubsport

"Performance for everyday use
and suspension technology
at its best makes KW for us the
No. 1 choice - on the road
and race track."



**MARTIN &
NICOLAS RAEDER**

Managing Directors
Manthey Racing GmbH

MADE FOR
WINNERS



www.MediaTel.biz

THE PERFECT SUSPENSION FOR **EVERY PURPOSE.**

KW automotive UK Ltd
Phone: 0870 990 7536
Fax: 0845 021 2548
eMail: info@KWautomotive.co.uk



www.KWautomotive.co.uk



Our Choice

Porsche 911 GT3. You might think the GT3's win at *evo* Car of the Year 2013 was a foregone conclusion, but neither of the last two GT3s (the 997.2 and 997.1) claimed an *eCoty* title. Yet the 991 managed it, and in a vintage year too (Ferrari F12, Merc SLS Black). Yes, it really is that good.



Best of the Rest

Aston's V12 Vantage S (left) is a deeply well-sorted drivers' car. The Cayman GT4 is as good as the hype suggests, while Jaguar's F-type R Coupe is the best F-type yet, and finished second in Car of the Year 2014. Mercedes' new AMG GT is also a great drive – enough to trouble the 911 and Audi R8.

Coupes / GTs

Car	Issue no.	Price	Engine cyl/cc	bhp/rpm	lb ft/rpm	Weight	bhp/ton	0-60mph	0-100mph	Max mph	CO2 g/km	EC mpg	evo rating	
Alfa Romeo 4C	190 R	£45,000	4/1742	237/6000	258/2200	895kg	269	4.5	-	160	157	41.5	+ Carbonfibre tub, mini-supercar looks - Hot hatch engine, clunky gearbox	★★★★★
Alfa Romeo 8C Competizione	120 R	£77,009	8/4691	450/7000	354/4750	1585kg	288	4.1	-	181	-	-	+ Looks, exclusivity, noise, balance - They're all sold	★★★★★
Alpina D4 Biturbo	206 R	£50,950	6/2993	345/4000	516/1500	1585kg	221	4.6	-	173	139	53.3	+ Fifth-gear oversteer - Sounds like a diesel; fuel economy not as good as you might hope	★★★★★
Alpina B4 Biturbo	206 R	£58,950	6/2979	404/5500	442/3000	1615kg	254	4.2	-	188	177	37.2	+ More fluid than the M4; better traction, too - Not as precise as the M-car over the limit	★★★★★
Alpina B3 Biturbo (E92)	108 R	£77,133	6/2979	355/5500	369/3800	1570kg	230	4.8	-	177	-	29.1	+ Alpina's M3 alternative - Too refined for some	★★★★★
Alpina B3 GT3 (E92)	176 D	£72,133	6/2979	402/6000	398/4500	1535kg	266	4.4	-	186	224	-	+ Alpina's M3 GTS alternative - Auto gearbox frustrates when pressing on	★★★★★
Aston Martin V8 Vantage	169 D	£84,995	8/4735	420/7000	346/5750	1630kg	262	4.7	-	180	328	20.4	+ 2012 upgrades keep the V8 Vantage on song - Starting to feel a little dated, though	★★★★★
Aston Martin V8 Vantage S	168 R	£99,995	8/4735	430/7300	361/5000	1610kg	271	4.5	-	189	299	21.9	+ Keener engine, V12 Vantage looks - Slightly sluggish auto only	★★★★★
Aston Martin V12 Vantage S	190 R	£138,000	12/5935	565/6750	457/5750	1665kg	345	3.7	-	205	343	19.2	+ The best car Aston Martin currently makes - Old-school automated 'box	★★★★★
Aston Martin V12 Vantage	146 R	£99,133	12/5935	510/6500	420/5750	1680kg	308	4.4	9.7	190	388	17.3	+ The car we hoped the V8 Vantage would be - Erm, a tad thirsty?	★★★★★
Aston Martin V12 Zagato	181 F	£13	12/5935	510/6500	420/5750	1680kg	308	4.2	-	190	388	17.3	+ The looks, the noise, the way it drives - It's several times the price of a V12 Vantage	★★★★★
Aston Martin DB9	178 R	£131,995	12/5935	510/6500	457/5500	1785kg	290	4.6	-	183	368	18.2	+ Better than the old DB9 in every respect - Automatic gearbox could be quicker	★★★★★
Aston Martin DBS	142 R	£77,133	12/5935	510/6500	420/5750	1695kg	306	4.2	-	191	388	17.3	+ Stupendous engine, gearbox, brakes - Pricey. Can bite the unwary	★★★★★
Aston Martin DB7 Vantage	010 R	£77,133	12/5935	420/6000	400/5000	1770kg	241	4.9	11.2	185	-	18.6	+ DB7 with near-supercar pace - Handling lacks edge	★★★★★
Audi TT 2.0 TFSI (Mk3)	204 R	£32,410	4/1984	227/4500	273/1650	1230kg	188	6.0	-	155	137	47.9	+ Desirable, grippy and effortlessly quick - Still not the last word in interaction	★★★★★
Audi TT 2.0 TFSI quattro (Mk3)	203 D	£32,785	4/1984	227/4500	273/1650	1335kg	173	5.3	-	155	149	44.1	+ Looks, interior, decent performance and handling - Lacks ultimate involvement	★★★★★
Audi TTS (Mk3)	202 R	£38,900	4/1984	306/5800	280/1800	1365kg	228	4.9	-	155	-	-	+ The most dynamically interesting TT yet - Still not as interactive as a Cayman	★★★★★
Audi TT 2.0 TFSI (Mk2)	155 R	£66,144	4/1984	208/4300	258/1600	1295kg	163	6.3	15.7	152	154	42.8	+ Front-driver loses nothing to quattro TTs - Steers like a computer game	★★★★★
Audi TTS (Mk2)	193 R	£98,144	4/1984	268/6000	258/2500	1395kg	195	5.4	-	155	184	35.8	+ Usefully quicker TT; great drivetrain - Still steers like a computer game	★★★★★
Audi TT RS (Mk2)	158 R	£99,144	5/2480	335/5400	332/1600	1450kg	235	4.4	11.1	155	209	31.4	+ Sublime 5-cylinder turbo engine - Rest of package can't quite match it	★★★★★
Audi TT RS Plus (Mk2)	185 D	£72,144	5/2480	355/5500	343/1650	1450kg	249	4.3	-	174	209	31.4	+ Stonkingly fast cross-country - Shockingly expensive for a TT	★★★★★
Audi TT Sport (Mk1)	081 D	£75,006	4/1781	237/5700	236/2300	1390kg	173	5.7	-	155	-	30.3	+ Deliciously purposeful interior, crisp chassis - Numb steering	★★★★★
Audi S5	189 D	£43,665	6/2995	328/5500	325/2900	1675kg	199	4.9	-	155	190	34.9	+ Supercharged V6 makes S5 cleaner and faster - Poor body control	★★★★★
Audi RS5	206 R	£59,870	8/4163	444/8250	317/4000	1715kg	263	4.5	-	155	246	26.9	+ Brilliant engine and improved chassis - Lack of suspension travel; inconsistent steering	★★★★★
Audi R8 V8	201 R	£93,735	8/4163	424/7900	317/4500	1560kg	276	4.1	9.9	188	332	19.9	+ A true 911 alternative - Exclusivity comes at a price	★★★★★
Audi R8 V10	181 D	£114,835	10/5204	518/8000	391/6500	1620kg	325	3.9	8.4	194	346	19.0	+ Real supercar feel - The V8 is £20k less, and still superb	★★★★★
Audi R8 V10 Plus	190 R	£126,835	10/5204	542/8000	398/6500	1570kg	351	3.8	-	198	346	19.0	+ An R8 fit to take on the 458 and 12C - Firm ride may be too much for some	★★★★★
Audi R8 LMX	208 R	£160,000	10/5204	562/8000	398/6500	1595kg	358	3.4	-	198	299	21.9	+ More of everything that makes the R8 great - S-tronic transmission not perfect	★★★★★
Audi R8 GT	169 F	£70,112	10/5204	552/8000	398/6500	1520kg	369	3.6	-	199	-	-	+ Everything we love about the R8 - Not as hardcore as we wanted	★★★★★
Bentley Continental GT V8	178 R	£136,500	8/3993	500/6000	487/1700	2220kg	229	4.6	-	188	246	27.0	+ A proper drivers' Bentley with decent economy - V12 suddenly seems pointless	★★★★★
Bentley Continental GT V8 S	204 F	£146,000	8/3993	521/6000	502/1700	2220kg	238	4.3	-	192	250	26.4	+ An even better drivers' Bentley - Vast weight makes its presence felt in harder driving	★★★★★
Bentley Continental GT	152 D	£146,700	12/5998	567/6000	516/1700	2245kg	257	4.3	-	197	338	19.5	+ 200mph in utter comfort - Weight, thirst	★★★★★
Bentley Continental GT Speed	205 D	£156,700	12/5998	626/6000	605/1700	2245kg	283	4.0	-	206	338	19.5	+ Desirability meets exclusivity and performance - Ageing styling	★★★★★
Bentley Continental GT3-R	203 D	£237,500	8/3993	572/6000	518/1700	2120kg	274	3.6	-	170	295	22.2	+ The best-handling Continental ever - Expensive; it still weighs 2120kg	★★★★★
BMW 1-series M Coupe	188 R	£77,112	6/2979	335/5900	369/1500	1495kg	228	4.8	-	155	224	-	+ Character, turbo pace and great looks - Came and went too quick	★★★★★
BMW M235i Coupe	196 R	£34,260	6/2979	321/5800	332/1300	1455kg	224	5.0	-	155	189	34.9	+ Powertrain, chassis, looks, size - Limited-slip diff is an option, not standard	★★★★★
BMW 435i M Sport Coupe	189 D	£41,665	6/2979	302/5800	295/1200	1510kg	203	5.4	-	155	169	35.8	+ Better balance than 3-series saloon - Can feel characterless at lower speeds	★★★★★
BMW M4	206 R	£56,650	6/2979	425/5500	406/1850	1497kg	288	4.3	-	155	204	32.1	+ Ferociously fast - Only really sparkles when you're on or over the limit	★★★★★
BMW M3 (E92)	196 R	£77,073	8/3999	414/8300	295/3900	1580kg	266	4.3	10.3	155	290	22.8	+ Fends off all of its rivals - ...except the cheaper 1-series M	★★★★★
BMW M3 GTS (E92)	171 R	£70,112	8/4361	444/8300	324/3750	1530kg	295	4.3	-	193	295	-	+ Highly exclusive, one of the most focused M-cars ever - Good luck trying to find one	★★★★★
BMW M3 (E46)	066 R	£70,007	6/3246	338/7900	269/5000	1495kg	230	5.1	12.3	155	-	23.7	+ One of the best BMWs ever - Slightly artificial steering feel	★★★★★
BMW M3 CS (E46)	088 R	£75,007	6/3246	338/7900	269/5000	1495kg	230	5.1	-	155	-	23.7	+ CSL dynamics without CSL price - Looks like the standard car	★★★★★
BMW M3 CSL (E46)	200 R	£73,004	6/3246	355/7900	273/4900	1385kg	260	5.3	12.0	155	-	-	+ Still superb - Changes from the automated single-clutch 'box are... a... bit... sluggish	★★★★★
BMW M3 (E36)	148 R	£93,98	6/3201	321/7400	258/3250	1460kg	223	5.4	12.8	157	-	25.7	+ Performance, image - Never quite as good as the original	★★★★★
BMW M3 (E30)	165 R	£86,900	4/2302	212/6750	170/4600	1165kg	185	6.7	17.8	147	-	20.3	+ Best M-car ever! Race-car dynamics for the road - LHD only	★★★★★
BMW Z4 M Coupe	097 R	£66,009	6/3246	338/7900	269/4900	1420kg	242	5.0	-	155	-	23.3	+ A real drivers' car - You've got to be prepared to get stuck in	★★★★★
BMW M Coupe	005 R	£98,003	6/3246	325/7400	258/3250	1375kg	240	5.1	-	155	-	25.0	+ Quick and characterful - Lacks finesse	★★★★★
BMW 640d	165 D	£63,130	6/2993	309/4400	465/1500	1790kg	175	5.5	-	155	144	51.4	+ Great engine and economy, excellent build - Numb steering, unsettled B-road ride	★★★★★
BMW M6 (Mk2)	191 D	£94,625	8/4395	552/6000	501/1500	1850kg	303	4.2	-	155	232	28.5	+ Mighty ability, pace, technology - You'll want the Competition Package upgrade too...	★★★★★
BMW M6 (Mk1)	106 R	£75,005	10/4999	500/7750	384/6100	1635kg	311	4.8	10.0	155	342	19.8	+ Awesome GT, awesome sports car - SMG gearbox now off the pace	★★★★★
BMW i8	203 R	£99,895	3/1500	357/5800	420/3700	1485kg	244	4.4	-	155	49	134.5	+ Brilliantly executed concept; sci-fi looks - Safe dynamic set-up	★★★★★
Chevrolet Camaro	148 R	£35,345	8/6162	426/5900	420/4600	1769kg	245	5.1	-	155	329	20.0	+ Looks like a Transformer made real - We'd prefer it in robot mode	★★★★★
Chevrolet Corvette Stingray Z51 (C7)	197 R	£61,520	8/6162	460/6000	465/4600	1539kg	304	4.4	9.4	180	279	23.5	+ Performance, chassis balance, supple ride - Body control could be better	★★★★★
Chevrolet Corvette Z06 (C7) *	206 R	£88,000	8/6156	650/6400	650/3600	1598kg	413	3.2	-	186	-	-	+ Mind-boggling raw speed; surprisingly sophisticated - Edgy when really pushed	★★★★★
Ford Mustang GT	202 R	£32,995	8/4951	420/6500	400/4250	1678kg	254	4.4	-	155	-	-	+ Great bang per buck, but now handles too - Ride quality may not suit UK roads	★★★★★
Ford Shelby GT500 *	178 R	£660,000	8/5812	662/6500	631/4000	1747kg	385	3.5	-	202	-	-	+ Huge performance for the money - Putting it to use takes nerve	★★★★★
Ginetta G40R	165 R	£35,940	4/1999	175/6700	140/5000	795kg	224	5.8	-	140	-	-	+ A race-compliant sports car for the road - Feels too soft to be a hardcore track toy	★★★★★
Honda Integra Type R (DC2)	200 R	£96,000	4/1797	187/8000	131/7300	1101kg	173	6.2	17.9	145	-	28.9	+ Arguably the greatest front-drive car ever - Too raw for some	★★★★★
Honda NSX	188 R	£90,005	6/3179	276/7300	224/5300	1410kg	196	5.5	-	168	-	22.8	+ The useable supercar - 270bhp sounds a bit weedy today	★★★★★
Honda NSX-R *	051 R	£72,003	6/3179	276/7300	224/5300	1270kg	221	4.4	-	168	-	-	+ evo Car of the Year 2002 - Honda never brought it to the UK	★★★★★
Hyundai Veloster Turbo	176 D	£22,000	4/1591	184/5500	195/1500	1313kg	142	8.2	-	133	157	40.9	+ The usual Hyundai value, with added fun - Styling might be too quirky for some	★★★★★
Jaguar F-type Coupe	204 D	£51,250	6/2995	335/6500	332/3500	1557kg	216	5.1	-	161	205	32.1	+ Drop-dead looks, brilliant chassis, desirability - Engine lacks top-end fight	★★★★★
Jaguar F-type S Coupe	202 R	£60,250	6/2995	375/6500	339/3500	1594kg	239	4.5	11.4	171	209	32.1	+ Exquisite style, more rewarding (and affordable) than roadster - Scrappy on the limit	★★★★★
Jaguar F-type R Coupe	203 R	£85,000	8/5000	542/6500	501/3500	1650kg	334	4.2	-	186	259	25.4	+ Looks, presence, performance, soundtrack - Bumpy and boistrous	★★★★★
Jaguar XK	130 D	£54,975	8/5000	380/6500	380/3500	1585kg	244	5.2	-	155	264	25.2	+ Fine car for the likes of us - Jag buyers may not like the harder edge	★★★★★
Jaguar XKR	168 R	£69,975	8/5000	503/6000	461/2500	1678kg	305	4.6	-	155	292	23.0	+ Fast and incredibly rewarding Jag - The kids will have to stay at home	★★★★★
Jaguar XKR-S	168 R	£97,490	8/5000	542/6000	502/2500	1678kg	328	4.2	-	186	292	23.0	+ Faster and wilder than regular XKR - The F-type R Coupe	★★★★★

POCKET buying guide

Vauxhall Astra VXR

Years 2005-2011
Engine In-line 4-cyl, 1998cc, turbo
Power 237bhp @ 5600rpm
Torque 236lb ft @ 2400rpm
0-60mph 6.7sec Top speed 152mph



WHY WOULD YOU?

Because it was one of the hottest hatches of its day, and the 237bhp from its turbo 2-litre engine means it still outpowers many modern hatchbacks. The VXR's chassis and steering were specifically tailored for UK roads, too.

WHAT TO PAY

Early cars start below £7k at an approved dealer. Later models can easily top £10,000.

WHAT TO LOOK OUT FOR

The engines are generally strong and reliable, but check for smoke at start-up, which indicates leaking valve-stem oil seals or a turbo issue. Also ensure there have been regular oil changes with the correct 5W-40 fully synthetic. Gearbox whine – most likely in fifth or sixth – or excessive movement in the gearlever when pulling away can indicate worn bearings. (Full guide, *evo* 204.)



Courtenay
SPORT

30th Anniversary 2014

Tel: 01692 404313 www.courtenaysport.co.uk

Courtenay Sport Ltd., Folgate Road, North Walsham NR28 0AJ

Courtenay
SPORT
acing

SECOND TIME ROUND

Specializing in Rolex for 20 years!

(020) 7499 7442

Grays, 58 Davies St. London W1K 5LP



Daytona



GMT Master II



Datejust



Date

Audemars Piguet * Bvlgari * Cartier * Franck Muller * Hublot * Jaeger LeCoultre * Patek Philippe
* Piaget * Rolex * Vacheron et Constantin and all fine wristwatches...

WWW.SECONDTIMEROUND.COM

Bought, Sold & Exchanged

Coupes / GTs

Car	Issue no.	Price	Engine cc	bhp/rpm	lb ft/rpm	Weight	bhp/ton	0-60mph	0-100mph	Max mph	CO2 g/km	EC mpg	EVO rating
Jaguar XKR-S GT	193 R	74	8/5000	542/6000	502/2500	1638kg	336	3.9	-	186	292	23.0	★ ★ ★ ★ ★ + The most exciting XKR ever - It's £135,000, and a very limited edition
Lexus RC F	206 R	£59,995	8/4969	470/6400	391/4800	1765kg	271	4.5	-	168	-	-	★ ★ ★ ★ ★ + Great steering, noise, sense of occasion - Too heavy to be truly exciting
Lotus Evige S (V6)	171 R	£54,500	6/3456	345/7000	295/4500	1176kg	298	3.8	-	170	235	-	★ ★ ★ ★ ★ + Breathtaking road-racer; our joint 2012 Car of the Year - Gearshift not the sweetest
Lotus Evige S (S2)	105 R	06-11	4/1796	218/7800	158/5500	930kg	238	4.5	-	148	199	33.2	★ ★ ★ ★ ★ + Lightweight with a hefty punch - Uninspiring soundtrack
Lotus Evige (S2)	068 R	04-08	4/1796	189/7800	133/6800	875kg	219	4.9	-	147	-	32.1	★ ★ ★ ★ ★ + Highly focused road and track tool - Lacks visual impact of S1
Lotus Evige (S1)	200 R	00-01	4/1796	192/7800	146/5000	780kg	247	4.6	-	136	-	-	★ ★ ★ ★ ★ + Looks and goes like Elise racer - A tad lacking in refinement
Lotus Evora	138 R	£52,500	6/3456	276/6400	258/4700	1382kg	203	5.6	13.6	162	217	30.3	★ ★ ★ ★ ★ + Sublime ride and handling. Our 2009 car of the year - Pricy options
Lotus Evora S	168 R	£63,900	6/3456	345/7000	295/4500	1430kg	245	4.6	-	172	229	28.7	★ ★ ★ ★ ★ + A faster and better Evora - But one which spars with the Porsche 911...
Maserati GranTurismo	114 R	£82,280	8/4244	399/7100	339/4750	1880kg	216	5.5	12.7	177	330	19.8	★ ★ ★ ★ ★ + Striking, accomplished GT - Doesn't spike the pulse like an Aston or 911
Maserati GranTurismo Sport	188 R	£90,810	8/4691	454/7000	383/4750	1880kg	245	4.8	-	185	331	19.7	★ ★ ★ ★ ★ + The best everyday GranTurismo yet - Starting to get long in the tooth
Maserati GranTurismo MC Stradale	193 R	£110,135	8/4691	454/7000	383/4750	1800kg	256	4.5	-	188	360	18.2	★ ★ ★ ★ ★ + Brilliant blend of road racer and GT - Gearbox takes a little getting used to
Maserati Coupe	064 R	03-07	8/4244	390/7000	333/4500	1680kg	237	4.8	-	177	-	17.6	★ ★ ★ ★ ★ + Glorious engine, improved chassis - Overly sharp steering
Maserati GranSport	073 R	04-07	8/4244	400/7000	333/4500	1680kg	239	4.8	-	180	-	-	★ ★ ★ ★ ★ + Maser Coupe realises its full potential - Very little
Mazda RX-8	122 R	03-11	28/1308	228/8200	156/5500	1420kg	162	6.5	16.4	146	299	24.6	★ ★ ★ ★ ★ + Never mind the quirks, it's a great drive - Wafer-thin torque output
Mercedes-Benz C63 AMG Coupe	162 R	11-14	8/6208	451/6800	442/5000	1655kg	277	4.4	10.3	186	280	23.5	★ ★ ★ ★ ★ + A proper two-door M3 rival - C63 saloon looks better
Mercedes-Benz C63 AMG Black Series	171 R	12-13	8/6208	510/6800	457/5200	1635kg	317	4.2	-	186	286	-	★ ★ ★ ★ ★ + The C63 turned up to 11 - Too heavy, not as fiery as Black Series cars of old
Mercedes-Benz CLK63 AMG	092 D	06-09	8/6208	481/6800	464/5000	1755kg	278	4.6	-	155	-	19.9	★ ★ ★ ★ ★ + Power, control, build quality - Lacks ultimate involvement
Mercedes-Benz CLK63 AMG Black Series	106 R	07-09	8/6208	500/6800	464/5250	1760kg	289	4.2	-	186	-	-	★ ★ ★ ★ ★ + AMG goes Porsche-hunting - Dull-witted gearshift spoils the party
Mercedes-Benz S63 AMG Coupe	205 D	£125,595	8/5461	571/5500	664/2250	1995kg	294	4.2	-	155	237	28.0	★ ★ ★ ★ ★ + Thunderously fast S-class built for drivers - Lacks badge appeal of a Continental GT
Mercedes-AMG GT S	204 R	£110,495	8/3982	503/6250	479/1750	1570kg	326	3.8	-	193	219	30.1	★ ★ ★ ★ ★ + Gorgeous to look at, fantastic chassis, huge grip - Downshifts could be quicker
Morgan AeroMax	120 R	08-09	8/4799	362/6300	370/3600	1180kg	312	4.1	-	170	-	-	★ ★ ★ ★ ★ + Weird and utterly wonderful - Only 100 were made
Nissan 370Z	204 R	£27,435	6/3696	323/7000	268/5200	1496kg	219	5.3	-	155	248	26.7	★ ★ ★ ★ ★ + Quicker, leaner, keener than 350Z - Not quite a Cayman-killer
Nissan 370Z Nismo (2014MY)	204 D	£37,075	6/3696	339/7400	274/5200	1532kg	224	5.2	-	155	248	26.6	★ ★ ★ ★ ★ + Sharper looks, improved ride, extra thrills - Engine lacks sparkle, still expensive
Nissan 350Z	107 R	03-09	6/3498	309/6800	264/4800	1535kg	205	5.5	13.0	155	-	24.1	★ ★ ★ ★ ★ + Huge fun, and great value too - Honestly, we're struggling
Nissan GT-R (2012MY/2013MY/2014MY)	200 R	£78,020	6/3799	542/6400	466/3200	1740kg	316	3.2	7.5	196	275	24.0	★ ★ ★ ★ ★ + GT-R is quicker and better than ever - But costs over £20K more than its launch price
Nissan GT-R Nismo	199 R	£125,000	6/3799	592/6800	481/3200	1720kg	350	2.6	-	196	275	24.0	★ ★ ★ ★ ★ + Manages to make regular GT-R feel imprecise - Compromised by super-firm suspension
Nissan GT-R (2010MY)	152 R	10-12	6/3799	523/6400	451/3200	1740kg	305	3.0	-	194	279	23.5	★ ★ ★ ★ ★ + More powerful version of the original - But they're not worlds apart to drive
Nissan GT-R (2008MY)	125 R	08-10	6/3799	473/6400	434/3200	1740kg	276	3.8	-	193	-	-	★ ★ ★ ★ ★ + Our 2008 Car of the Year, now from just £35K - You won't see 20mpg often
Nissan Skyline GT-R (R34)	196 R	99-02	6/2568	276/7000	289/4400	1560kg	180	4.7	12.5	165	-	20.1	★ ★ ★ ★ ★ + Big, brutal, and great fun - Needs more than the standard 276bhp
Nissan Skyline GT-R (R33)	196 R	97-99	6/2568	276/6800	271/4400	1540kg	182	5.4	14.3	155	-	22.0	★ ★ ★ ★ ★ + Proof that Japanese hi-tech can work (superbly) - Limited supply
Noble M12 GT0-3R	200 R	03-06	6/2968	352/6200	350/3500	1080kg	332	3.8	-	170	-	-	★ ★ ★ ★ ★ + The ability to humble exotica - Notchy gearchange can spoil the flow
Peugeot RCZ 1.6 THP 200	155 R	£26,900	4/1598	197/5500	202/1700	1421kg	141	7.3	18.1	147	155	42.1	★ ★ ★ ★ ★ + Distinctive looks, highly capable handling - Could be a bit more exciting
Peugeot RCZ R	204 R	£32,000	4/1598	266/6000	243/1900	1280kg	211	5.9	-	155	145	44.8	★ ★ ★ ★ ★ + Rewarding and highly effective when fully lit - Dated cabin, steering lacks feel
Porsche Cayman (981)	185 F	£39,694	6/2706	271/7400	214/4500	1310kg	210	5.7	-	165	192	34.4	★ ★ ★ ★ ★ + Very enticing for the money in basic spec - You might still want the power of the 'S'
Porsche Cayman S (981)	202 R	£48,783	6/3436	321/7400	273/4500	1320kg	247	4.5	10.5	175	206	32.1	★ ★ ★ ★ ★ + The Cayman comes of age - Erm...
Porsche Cayman GTS (981)	203 R	£55,397	6/3436	335/7400	280/4750	1345kg	253	4.9	-	177	211	31.4	★ ★ ★ ★ ★ + Tweaks improve an already sublime package - Slightly 'aftermarket' looks
Porsche Cayman GT4 (981)	208 R	£64,451	6/3800	380/7400	310/4750	1340kg	288	4.4	-	183	238	27.4	★ ★ ★ ★ ★ + The Cayman we've been waiting for - Waiting lists
Porsche Cayman (987)	131 R	11-13	6/2893	261/7200	221/4400	1330kg	199	5.8	-	165	221	30.1	★ ★ ★ ★ ★ + Extra power, just as involving - Still lacks the desirability of other Porsches
Porsche Cayman S (987)	132 R	06-13	6/3436	316/7200	273/4750	1350kg	237	5.2	-	172	223	29.7	★ ★ ★ ★ ★ + Still want that 911? - Yeah, us too
Porsche Cayman R (987)	158 R	11-13	6/3436	325/7400	273/4750	1295kg	255	4.7	-	175	228	29.1	★ ★ ★ ★ ★ + Total handling excellence - Styling additions not to all tastes
Porsche 911 Carrera (991)	199 R	£73,509	6/3436	345/7400	288/5600	1380kg	254	4.7	-	179	212	31.4	★ ★ ★ ★ ★ + 911 becomes cleaner and cleverer - But some of its character's gone AWOL
Porsche 911 Carrera S (991)	201 R	£83,545	6/3800	394/7400	324/5600	1395kg	287	4.3	9.5	188	224	29.7	★ ★ ★ ★ ★ + As above, but with supercar pace - Electric steering robs it of some tactility
Porsche 911 Carrera 4S (991)	179 R	£88,400	6/3800	394/7400	324/5600	1445kg	277	4.5	-	185	234	28.5	★ ★ ★ ★ ★ + More satisfying than RWD 991 Carreras - Choose your spec carefully
Porsche 911 Carrera GTS (991)	204 R	£91,098	6/3800	424/7500	324/5750	1425kg	302	4.4	-	190	223	29.7	★ ★ ★ ★ ★ + The best RWD 991 Carrera - Optional active anti-roll bars rob feedback
Porsche 911 Carrera 4 GTS (991)	208 D	£95,862	6/3800	424/7500	324/5750	1470kg	293	4.4	-	189	233	28.5	★ ★ ★ ★ ★ + The highlight of the 991 Carrera line-up - Pricy for a Carrera
Porsche 911 Carrera S (997.2)	121 R	08-11	6/3800	380/6500	310/4400	1425kg	271	4.7	-	188	242	27.4	★ ★ ★ ★ ★ + Poise, precision, blinding pace - Feels a bit clinical
Porsche 911 Carrera S (997.1)	070 R	04-08	6/3824	350/6600	295/4600	1420kg	246	4.6	10.9	182	-	24.5	★ ★ ★ ★ ★ + evo Car of the Year 2004; like a junior GT3 - Tech overload?
Porsche 911 Carrera (996.4)	008 R	98-01	6/3387	296/6800	258/4600	1320kg	228	5.2	-	174	-	28.0	★ ★ ★ ★ ★ + evo Car of the Year 1998; beautifully polished - Some like a bit of rough
Porsche 911 Carrera (993)		94-97	6/3600	285/6100	251/5250	1372kg	211	5.2	-	168	-	25.0	★ ★ ★ ★ ★ + More character than 996 - Harder work at speed
Porsche 911 GT3 (991)	206 R	£100,540	6/3799	468/8250	324/6250	1430kg	333	3.5	-	196	289	23.0	★ ★ ★ ★ ★ + evo Car of the Year 2013 - At its best at licence-troubling speeds
Porsche 911 GT3 (997.2)	182 R	09-11	6/3797	429/7600	317/6250	1395kg	312	4.2	9.2	194	303	22.1	★ ★ ★ ★ ★ + Even better than the car it replaced - Give us a minute...
Porsche 911 GT3 RS (3.8, 997.2)	200 R	10-11	6/3797	444/7900	317/6750	1370kg	329	4.0	-	193	314	-	★ ★ ★ ★ ★ + Our favourite car from the first 200 issues of evo - For people like us, nothing
Porsche 911 GT3 RS 4.0 (997.2)	187 R	11-12	6/3996	493/8250	339/5750	1360kg	368	3.8	-	193	326	-	★ ★ ★ ★ ★ + evo Car of the Year 2011 - Unforgiving on-road ride; crazy used prices
Porsche 911 GT3 (997.1)	182 R	07-09	6/3600	409/7600	298/5500	1395kg	298	4.3	9.4	192	-	-	★ ★ ★ ★ ★ + Runner-up evo Car of the Year 2006 - Ferrari 599 GTBs
Porsche 911 GT3 RS (997.1)	105 R	07-09	6/3600	409/7600	298/5500	1375kg	302	4.2	-	193	-	-	★ ★ ★ ★ ★ + evo Car of the Year 2007 - A chunk more money than the brilliant GT3
Porsche 911 GT3 (996.2)	082 R	03-05	6/3600	375/7400	284/5000	1380kg	272	4.3	9.2	190	-	-	★ ★ ★ ★ ★ + evo Car of the Year 2003 - Chassis is a bit too track-focused for some roads
Porsche 911 GT3 RS (996.2)	068 R	03-05	6/3600	375/7400	284/5000	1330kg	286	4.2	9.2	190	-	-	★ ★ ★ ★ ★ + Track-biased version of above - Limited supply
Porsche 911 GT3 (996.1)	182 R	99	6/3600	360/7200	273/5000	1350kg	271	4.5	10.3	187	-	21.9	★ ★ ★ ★ ★ + evo Car of the Year 1999 - Porsche didn't build enough
Rolls-Royce Wraith	205 D	£229,128	12/6592	624/5600	590/1500	2360kg	260	4.6	-	155	327	20.2	★ ★ ★ ★ ★ + Refinement, chassis, drivetrain - Shared componentry lets cabin down
Subaru BRZ	204 R	£22,495	4/1998	197/7000	151/6400	1230kg	163	7.6	-	140	181	36.2	★ ★ ★ ★ ★ + Fine chassis, great steering - Weak engine, not the slide-happy car they promised
Toyota GT86	174 R	£22,995	4/1998	197/7000	151/6400	1275kg	157	7.6	-	140	181	36.2	★ ★ ★ ★ ★ + More fun than its cousin (above) - Same lack of torque, poor interior quality
TVR Sagaris	097 R	05-07	6/3996	406/7500	349/5000	1078kg	383	3.7	-	185	-	-	★ ★ ★ ★ ★ + Looks outrageous - 406bhp feels a touch optimistic
TVR Tuscan S (Mk2)	076 R	05-07	6/3996	400/7000	315/5250	1100kg	369	4.0	-	185	-	-	★ ★ ★ ★ ★ + Possibly TVR's best ever car - Aerodynamic 'enhancements'
TVR Cerbera Speed Six	004 R	98-04	6/3996	350/6800	330/5000	1130kg	315	5.0	11.4	160+	-	-	★ ★ ★ ★ ★ + Accomplished and desirable - Check chassis for corrosion
VW Scirocco GT 2.0 TSI	155 R	£25,845	4/1984	217/4500	258/1500	1369kg	158	6.5	-	153	139	47.1	★ ★ ★ ★ ★ + Golf GTI price and performance - Interior lacks flair
VW Scirocco R	200 D	£32,295	4/1984	276/6000	258/2500	1426kg	187	5.7	-	155	187	35.3	★ ★ ★ ★ ★ + Great engine, grown-up dynamics - Perhaps a little too grown-up for some

Visit
evo.co.uk/
newapp

Try the updated evo app!

Have you checked out our updated **evo** app? You can download content for offline reading, new icons show which articles are unread, you can delete old content to free up space and we've redesigned the look. More videos, sound and interactive features are also being rolled out, and all app subscribers get access to the entire uploaded **evo** archive. Prices start from just £1.49.

AUDI • BENTLEY • BMW • FERRARI • LAMBORGHINI • MCLAREN • MERCEDES-BENZ • NISSAN

BLANCPAIN GT SERIES

JB
1988
BLANCPAIN
GT SERIES

WWW.BLANCPAIN-GT-SERIES.COM

INTERNATIONAL GT RACING IS BACK AT BRANDS HATCH!

BRANDS HATCH GP • 9/10 MAY

BRANDSHATCH.CO.UK
0843 453 9000

ADULT ADMISSION FROM **£21** (ONLINE)
DISCOUNTED ADVANCE TICKETS AVAILABLE
CHILDREN UNDER 13 **GO FREE**

* Advance tickets available up until midday Wednesday 6 May. Postage fee applies.
Calls will cost 7p per minute plus your telephone company's access charge

BLANCPAIN
OFFICIAL GT RACING PARTNER

PIRELLI



BrandsHatch

HEXIS

elf

BRANDS HATCH

S

MSVR

SRO

MSVR

FEATURING...

FIA MASTERS HISTORIC FORMULA ONE • FIA MASTERS HISTORIC SPORTS CARS • SUPER TOURING CARS • PRE-66 TOURING CARS • CLASSIC FORMULA FORD • GENTLEMEN DRIVERS (PRE-66 GT CARS)
STIRLING MOSS TROPHY (PRE-61 SPORTS CARS) • WOODCOTE TROPHY (POST-WAR PRE-55 SPORTS CARS) • DUTCH SPORTS, SALOON AND GT (NKHGT)

The Masters Historic Festival

Brands Hatch Grand Prix Circuit

Masters
HISTORIC RACING

FIA
MASTERS
HISTORIC RACING

FIA
MASTERS
HISTORIC RACING



Sat 23/Sun 24 May

0843 453 9000

WWW.MASTERSHISTORICRACING.COM

Please note the vehicles illustrated are not guaranteed to feature at the event.

WEEKEND ADMISSION (ONLINE) **£28*** RACEDAY ADMISSION (ONLINE) **£21*** RACEDAY ADMISSION (GATE) **£25** GRANDSTAND SEATING **£5*** KIDS UNDER 13 **FREE**

*Advance tickets available until midday Wednesday 20 May. Postage fee applies.



Our Choice

Ferrari 458 Speciale. The regular 458 Italia is amazing enough, but the Speciale follows in the tradition of the 360 Challenge Stradale and 430 Scuderia and makes the car it is based on even more, well, special. Our 2014 Car of the Year. It's equally brilliant in open-top 'Speciale A' form, too.



Best of the Rest

Porsche's 918 Spyder (left) pips the McLaren P1 on the road, and vice versa on the track. The LaFerrari is an incredible drive, too. If you can stretch to it, maybe get all three.... Meanwhile, Pagani's Huayra was our joint 2012 Car of the Year and Lamborghini's Aventador offers true supercar drama.

Supercars

Car	Issue no.	Price	Engine cyl/cc	bhp/rpm	lb ft/rpm	Weight	bhp/ton	0-60mph	0-100mph	Max mph	CO2 g/km	EC mpg	EVO rating	
9ff GT9R	127 D	c£450,000	6/4000	1120/7850	774/5970	1346kg	845	2.9	-	260	-	-	+ Above 100mph eats Veyrons for breakfast - Eats M3 dust at traffic lights	★★★★★
Aston Martin Vanquish (Mk2)	203 R	£192,995	12/5935	568/6650	465/5500	1739kg	332	3.6	-	201	298	22.1	+ Much better than the DBS it succeeds, especially in 2015MY form - It's no Ferrari F12	★★★★★
Aston Martin Vanquish S (Mk1)	110 R	'05-'07	12/5935	520/7000	425/5800	1875kg	282	4.9	10.1	200	-	-	+ Vanquish joins supercar greats - A tad intimidating at the limit	★★★★★
Aston Martin One-77	179 R	'10-'12	12/7312	750/6000	553/7600	1740kg	438	3.7	-	220+	-	-	+ The engine, the looks, the drama - Gearbox hates manoeuvring; only 77 were made	★★★★★
Bugatti Veyron 16.4	134 R	'05-'11	16/7993	1000/6000	922/2200	1950kg	521	2.8	5.8	253	596	11.4	+ Superbly engineered 4WD quad-turbo rocket - Er, lacks luggage space?	★★★★★
Bugatti Veyron Super Sport	151 R	'10-'14	16/7993	1183/6400	1106/3000	1838kg	654	2.5	-	268	539	12.2	+ The world's fastest supercar - Limited to 258mph for us mere mortals	★★★★★
Bugatti Veyron Grand Sport Vitesse	185 R	'13-'14	16/7993	1183/6400	1106/3000	1990kg	604	2.6	-	254	539	12.2	+ The world's fastest convertible - Limited to 258mph for us mere mortals	★★★★★
Bugatti EB110	078 R	'91-'95	12/3500	552/8000	451/3750	1566kg	358	3.4	-	212	-	-	+ Superbly engineered 4WD quad-turbo rocket - It just fizzled out	★★★★★
Caparo T1	138 R	£301,975	8/3499	575/10,500	310/9000	689kg	848	3.8	6.2	205	-	-	+ Absolutely staggering performance - Absolutely staggering price tag	★★★★★
Chevrolet Corvette ZR1	133 R	'09-'13	8/6162	638/6500	603/3800	1528kg	424	3.8	7.6	205	355	18.8	+ Huge pace and character - Take plenty of brave pills if there's rain	★★★★★
Ferrari 458 Italia	183 R	£178,551	8/4497	562/9000	398/6000	1485kg	384	3.2	6.8	202	307	20.6	+ An astounding achievement, looks fantastic - There'll never be a manual	★★★★★
Ferrari 458 Spider	185 R	£198,996	8/4497	562/9000	398/6000	1530kg	373	3.3	-	198	275	23.9	+ A 458 that sounds and feels more organic - Er, 4mph slower than the Italia?	★★★★★
Ferrari 458 Speciale	203 R	£208,090	8/4497	591/9000	398/6000	1395kg	435	3.0	-	202+	275	23.9	+ evo Car of the Year 2014 - If you don't own a regular 458, nothing	★★★★★
Ferrari 458 Speciale A	204 D	£228,682	8/4497	591/9000	398/6000	1445kg	420	3.0	-	199	275	21.2	+ Same dynamics as the coupe but less shouty - Some chassis flex on bumpy surfaces	★★★★★
Ferrari F430	163 R	'04-'08	8/4308	483/8500	343/5250	1449kg	339	4.0	-	196	-	18.6	+ Just brilliant - Didn't you read the plus point?	★★★★★
Ferrari 430 Scuderia	121 R	'07-'10	8/4308	503/8500	347/5250	1350kg	378	3.5	7.7	198	-	15.7	+ Successful F1 technology transplant - Likes to shout about it	★★★★★
Ferrari Scuderia Spider 16M	133 D	'09	8/4308	503/8500	347/5250	1440kg	355	3.7	-	196	360	18.0	+ A hardcore soft-top Ferrari - Earplugs recommended	★★★★★
Ferrari 360 Modena	163 R	'99-'04	8/3586	394/8500	275/4750	1390kg	288	4.5	9.0	183	-	17.0	+ Worthy successor to 355 - Not quite as involving as it should be	★★★★★
Ferrari 360 Challenge Stradale	068 R	'03-'04	8/3586	420/8500	275/4750	1280kg	333	4.1	-	186	-	-	+ Totally exhilarating road-racer. It's loud - It's very, very loud	★★★★★
Ferrari F355 F1 Berlinetta	163 R	'97-'99	8/3496	374/8250	268/6000	1350kg	281	4.7	-	183	-	16.7	+ Looks terrific, sounds even better - Are you kidding?	★★★★★
Ferrari F12 Berlinetta	190 R	£240,083	12/6262	730/8250	509/6000	1630kg	455	3.1	-	211	350	18.8	+ 730bhp isn't too much power for the road - Super-quick steering is an acquired taste	★★★★★
Ferrari 599 GTB Fiorano	101 R	'06-'12	12/5999	611/7600	448/5600	1688kg	368	3.5	7.4	205	415	15.8	+ evo Car of the Year 2006 - Banks are getting harder to rob	★★★★★
Ferrari 599 GTO	161 R	'11-'12	12/5999	661/8250	457/6500	1605kg	418	3.4	-	208	-	-	+ One of the truly great Ferraris - Erm, the air con isn't very good	★★★★★
Ferrari 575M Fiorano Handling Pack	200 R	'02-'06	12/5748	508/7250	434/5250	1730kg	298	4.2	9.6	202	-	12.3	+ Fiorano pack makes 575 truly great - It should have been standard	★★★★★
Ferrari 550 Maranello	169 R	'97-'02	12/5474	485/7000	415/5000	1716kg	287	4.3	10.0	199	-	12.3	+ Everything - Nothing	★★★★★
Ferrari FF	194 R	£227,168	12/6262	651/8000	504/6000	1880kg	347	3.7	-	208	360	15.4	+ Four seats and 4WD, but a proper Ferrari - Looks divide opinion	★★★★★
Ferrari 612 Scaglietti F1	090 R	'04-'11	12/5748	533/7250	434/5250	1840kg	294	4.3	9.8	199	470	13.8	+ Awesomely capable grand tourer - See above	★★★★★
Ferrari LaFerrari	203 R	c£1m	12/6262	950/9000	664/6750	1255kg	769	3.0	-	217+	330	-	+ Perhaps the greatest Ferrari ever - Brakes lack a touch of precision on track	★★★★★
Ferrari Enzo	203 R	'02-'04	12/5999	651/7800	485/5500	1365kg	485	3.5	6.7	217+	545	-	+ Intoxicating, exploitable - Cabin detailing falls short of a Zonda or F1's	★★★★★
Ferrari F50	186 R	'96-'97	12/4699	513/8500	347/6500	1230kg	424	3.9	-	202	-	-	+ A better drivers' Ferrari than the 288, F40 or Enzo - Not better looking, though	★★★★★
Ferrari F40	199 R	'87-'92	8/2936	471/7000	426/4000	1100kg	437	4.1	-	201	-	-	+ Brutally fast - It's in the dictionary under 'turbo lag'	★★★★★
Ferrari 288 GTO	064 R	'84-'85	8/2855	394/7000	366/3800	1160kg	345	4.9	-	189	-	-	+ Painfully beautiful, rarer than the F40 - You are joking?	★★★★★
Ford GT	200 R	'04-'06	8/5409	550/6500	500/3750	1583kg	353	3.7	-	205	-	-	+ Our 2005 Car of the Year - Don't scalp yourself getting in	★★★★★
Gumpert Apollo	110 R	£275,000	8/4163	690/6300	675/4000	1200kg	584	3.0	-	220+	-	-	+ Stupendous performance, Apollo - High price, 'Gumpert'	★★★★★
Hennessey Venom GT	180 R	£900,000	8/7000	1244/6500	1155/4000	1244kg	1016	2.5	-	270	-	-	+ 0-200mph in 14.5sec, and it handles too - Looks like an Exige	★★★★★
Jaguar XJ220	157 R	'92-'94	6/3498	542/7200	475/4500	1470kg	375	3.7	-	213	-	-	+ Britain's greatest supercar... - ...until McLaren built the F1	★★★★★
Koenigsegg Agera R	180 R	c£109m	8/5032	1124/7100	885/2700	1435kg	796	2.8	-	273	-	-	+ As fast and exciting as your body can handle - It's Veyron money	★★★★★
Koenigsegg One:1	202 R	c£2.0m	8/5065	1341/7500	1011/6000	1360kg	1002	2.9	-	273	-	-	+ The most powerful car we've ever tested - It's sold out; we couldn't afford one anyway...	★★★★★
Koenigsegg CCX	094 R	'06-'10	8/4700	806/6900	678/5700	1180kg	694	3.9	7.7	245+	-	-	+ Sweden's greatest supercar - Sweden's only supercar	★★★★★
Koenigsegg CCRX Edition	118 R	'08-'10	8/4800	1004/7000	796/5600	1280kg	797	2.8	-	250+	-	-	+ One of the world's fastest cars - Spikey power delivery	★★★★★
Lamborghini Huracán LP610-4	201 R	£186,760	10/5204	602/8250	413/6500	1532kg	399	3.2	-	202+	290	22.6	+ Rare depth of character and ability - Takes work to find its sweet-spot	★★★★★
Lamborghini Gallardo LP560-4	180 D	'08-'13	10/5204	552/8000	398/6500	1410kg	398	3.7	-	202	325	16.0	+ Still a missile from A to B - Starting to show its age	★★★★★
Lamborghini LP570-4 Superleggera	152 R	'10-'13	10/5204	562/8000	398/6500	1340kg	426	3.5	-	202	325	20.6	+ Less weight and more power than original Superleggera - LP560-4 runs it very close	★★★★★
Lamborghini Gallardo	094 R	'06-'08	10/4961	513/8000	376/4250	1520kg	343	4.3	9.4	196	-	-	+ On a full-bore start it spins all four wheels. Cool - Slightly clunky e-gear	★★★★★
Lamborghini Gallardo Superleggera	104 R	'07-'08	10/4961	522/8000	376/4250	1420kg	373	3.8	-	196	-	-	+ Lighter, more agile - Grabby carbon brakes, clunky e-gear	★★★★★
Lamborghini Aventador LP700-4	194 R	£260,040	12/6498	690/8250	509/5500	1575kg	445	2.9	-	217	370	17.7	+ Most important new Lambo since the Countach - Erm... expensive?	★★★★★
Lamborghini Aventador Roadster	184 R	£288,840	12/6498	690/8250	509/5500	1625kg	431	3.0	-	217	370	17.7	+ Sensational engine and styling - A wee bit on the thirsty side	★★★★★
Lamborghini Murciélago	089 D	'01-'06	12/6192	570/7500	479/5400	1650kg	351	4.0	-	205	-	-	+ Gorgeous, capable and incredibly friendly - V12 feels stressed	★★★★★
Lamborghini Murciélago LP640	093 R	'06-'11	12/6496	631/8000	487/6000	1665kg	385	3.3	-	211	213	-	+ Compelling old-school supercar - You'd better be on your toes	★★★★★
Lamborghini Murciélago LP670-4 SV	200 R	'09-'11	12/6496	661/8000	487/6500	1565kg	429	3.2	7.3	212	-	-	+ A supercar in its truest, wildest sense - Be prepared for stares	★★★★★
Lamborghini Diablo 6.0	019 R	'00-'02	12/5992	550/7100	457/5500	1625kg	343	3.8	-	200+	-	-	+ Best-built, best-looking Diablo of all - People's perceptions	★★★★★
Lexus LFA/LFA Nürburgring	200 R	'10-'12	10/4805	552/8700	354/6800	1480kg	379	3.7	-	202	-	-	+ Absurd and compelling supercar - Badge and price don't quite match	★★★★★
Maserati MC12	079 R	'04-'05	12/5998	621/7500	481/5500	1445kg	437	3.8	-	205	-	-	+ Rarer than an Enzo - The Ferrari's better	★★★★★
McLaren 650S	196 R	£195,250	8/3799	641/7250	500/6000	1428kg	456	3.0	-	207	275	24.2	+ Better brakes, balance and looks than 12C; more power too - Costs an extra £19k	★★★★★
McLaren 12C	187 R	'11-'14	8/3799	616/7500	442/3000	1434kg	435	3.1	-	207	279	24.2	+ Staggering performance, refinement - Engine noise can be grating	★★★★★
McLaren P1	205 R	£866,000	8/3799	903/7500	664/4000	1395kg	658	2.8	-	217	194	34.0	+ Freakish breadth of ability - At its mind-bending best on track	★★★★★
McLaren F1	205 R	'94-'98	12/6064	627/7500	479/4000	1137kg	560	3.2	6.3	240+	-	19.0	+ Still the most single-minded supercar ever - There'll never be another	★★★★★
Mercedes-Benz SL65 AMG Black Series	131 R	'09-'10	12/5980	661/5400	737/2200	1876kg	358	4.0	8.1	199	-	-	+ Bonkers looks, bonkers speed - Bonkers £250K price	★★★★★
Mercedes-Benz SLS AMG	159 R	£165,030	8/6208	563/6800	479/4750	1620kg	335	4.1	8.4	197	308	21.4	+ Great engine and chassis (gulling doors too!) - Slightly tardy gearbox	★★★★★
Mercedes-Benz SLS AMG Black Series	204 R	£229,985	8/6208	622/7400	468/5500	1550kg	408	3.6	-	196	321	20.6	+ Stunning engine, superb body control - Be careful on less-than-smooth roads...	★★★★★
Mercedes-Benz SLR McLaren	073 R	'04-'07	8/5439	617/6500	575/3250	1693kg	370	3.7	-	208	-	-	+ Zonda-pace, 575-style drivability - Dreadful brake feel	★★★★★
Noble M600	186 R	c£200,000	8/4439	650/6800	604/3800	1198kg	551	3.8	7.7	225	-	-	+ Spiritual successor to the Ferrari F40 - It's a bit pricey	★★★★★
Pagani Huayra	185 R	c£1m	12/5980	720/5800	737/2250	1350kg	542	3.3	-	224	-	-	+ Our joint 2012 Car of the Year - Engine isn't as nape-prickling as the Zonda's	★★★★★
Pagani Zonda 760RS	170 R	£15m	12/7291	750/6300	575/4500	1210kg	630	3.3	-	217+	-	-	+ One of the most extreme Zondas ever - One of the last Zondas ever (probably)	★★★★★
Pagani Zonda S T.3	096 R													

Track Times

Key

+ = new addition this month. Red denotes the car is the fastest in its class.

Car	Lap time	Peak mph	issue no.	Conditions
Radical SR8LM (fastest car)	1:13.6	127.8	138	Dry
Caparo T1 (fastest supercar)	1:14.8	130.9	131	Dry
Ferrari 458 Italia	1:19.3	120.0	159	Dry
Gumpert Apollo S	1:19.4	120.4	119	Dry
McLaren MP4-12C (Corsa tyres)	1:19.6	121.2	159	Dry
Caterham Levante V8	1:19.6	118.6	131	Dry
Porsche 997 GT2 RS	1:19.9	122.3	158	Dry
Lotus 2-Eleven GT4	1:20.1	113.2	138	Dry
Caterham Superlight R500	1:20.2	115.7	119	Dry
McLaren MP4-12C	1:20.6	120.9	159	Dry
Noble M600	1:20.8	121.8	159	Dry
Porsche 997 GT3 RS 4.0 (fastest coupe)	1:21.0	118.2	160	Dry
Lamborghini Murciélago LP670-4 SV	1:21.3	121.1	134	Dry
Ariel Atom 3 Supercharged	1:21.5	113.6	119	Dry
KTM X-Bow (300bhp)	1:21.5	112.7	138	Dry
Ferrari 430 Scuderia	1:21.7	117.2	121	Dry
Porsche 997.2 GT3 RS (3.8)	1:21.9	116.8	150	Dry
Lamborghini Gallardo LP560-4	1:22.5	119.1	122	Dry
Brooke Double R	1:22.5	113.2	119	Dry
Lamborghini Murciélago LP640	1:22.9	116.7	143	Dry
Porsche Carrera GT	1:23.3	115.2	119	Dry
Porsche 997.2 GT3	1:23.3	114.5	138	Dry
Porsche 997 Turbo S	1:23.5	117.5	146	Dry
Porsche 997 GT2	1:23.5	115.1	119	Dry
Nissan GT-R (2008MY)	1:23.6	113.1	119	Dry
Porsche 991 Carrera	1:23.6	112.5	182	Dry
Porsche 991 Carrera Cabriolet	1:23.9	112.3	183	Dry
Mercedes-Benz SL63 AMG	1:23.9	-	YouTube	Dry
Porsche 997 Turbo	1:24.1	113.5	136	Damp
Lotus 340R (190bhp)	1:24.2	110.0	135	Dry
Porsche Boxster S (981)	1:24.2	109.3	183	Dry
Caterham Superlight R300	1:24.3	101.5	138	Dry
Maserati GranTurismo MC Stradale	1:24.5	115.1	160	Dry
Porsche Cayman S (981)	1:24.5	109.2	202	Dry
Mercedes-Benz SLS AMG	1:24.6	115.7	146	Dry
Porsche Boxster Spyder (987)	1:24.7	107.7	167	Dry
Caterham 7 Supersport	1:24.8	101.6	YouTube	Dry
Ferrari California	1:25.0	111.8	134	Dry
KTM X-Bow	1:25.0	105.0	123	Dry
BMW E92 M3 Coupe	1:25.1	109.1	162	Dry
Mercedes-Benz SL65 AMG Black	1:25.2	108.6	131	Dry
Jaguar F-type V8 S	1:25.2	111.2	183	Dry
Audi RS5	1:25.4	108.8	162	Dry
Audi R8 Spyder V8	1:25.5	107.0	167	Dry
Porsche Cayman R	1:25.5	106.8	158	Dry
Aston Martin V8 Vantage Roadster	1:25.6	109.1	183	Dry
BMW M5 (F10) (fastest saloon)	1:25.7	112.0	165	Dry
Jaguar XKR-S	1:25.7	-	YouTube	Dry
Aston Martin V12 Vantage	1:25.8	110.9	146	Dry
Mitsubishi Evo X FQ-400	1:25.9	107.5	138	Dry
BMW 1-series M Coupe	1:25.9	106.4	158	Dry
Mitsubishi Evo X RS 360	1:26.1	106.6	153	Dry
Renaultsport Mégane 265 Trophy (fastest hot hatch)	1:26.1	105.3	166	Dry
Jaguar F-type S Coupe	1:26.2	106.3	202	Dry
Audi TTR S	1:26.3	107.2	149	Dry
Aston Martin DBS	1:26.4	109.5	143	Dry
Porsche Panamera Turbo	1:26.5	109.2	137	Dry
Audi RS6 Avant (C7) (fastest estate)	1:26.5	-	YouTube	Dry
BMW M135i	1:26.6	-	YouTube	Dry
Jaguar XJ220	1:26.7	111.7	131	Dry
Porsche Cayenne Turbo S (fastest 4x4)	1:26.8	106.1	YouTube	Dry
Mercedes-Benz E63 AMG	1:26.8	104.9	165	Dry
Porsche Cayenne Turbo	1:26.9	107.4	158	Dry
Mercedes-Benz GLA45 AMG	1:26.9	-	205	Dry
Lotus Evora	1:27.1	104.2	145	Dry
Nissan 370Z	1:27.1	104.0	158	Dry
Jaguar F-type V6 S	1:27.2	105.0	YouTube	Dry
Porsche Panamera S	1:27.3	102.4	165	Dry
Renaultsport Mégane 265 Cup	1:27.3	-	YouTube	Dry
Mercedes-Benz C63 AMG Coupe	1:27.7	111.0	162	Dry
Lotus Elise SC	1:27.7	104.6	131	Dry
Audi S3	1:27.7	-	YouTube	Dry
Vauxhall VXR8 Bathurst S	1:27.8	106.1	131	Dry
BMW E46 M3 CSL	1:27.8	105.4	153	Dry
Renaultsport Mégane R26.R	1:27.8	103.3	-	-
Audi RS6 Avant (C6) (fastest estate)	1:27.9	111.0	121	Dry
Jaguar XFR	1:27.9	108.1	137	Dry
SEAT Leon Cupra 280	1:28.0	-	YouTube	Dry
Lexus IS-F	1:28.1	106.4	151	Dry
Porsche Boxster S (987)	1:28.1	105.4	120	Dry
Subaru WRX STI	1:28.3	101.6	157	Dry
Porsche Macan S	1:28.3	-	205	Dry
SEAT Leon Cupra R	1:28.7	102.4	162	Dry
Bentley Continental Supersports	1:29.2	105.8	149	Dry
Lotus Elise Club Racer	1:29.2	95.5	162	Dry
Renaultsport Mégane 250 Cup	1:29.9	101.4	156	Dry
Vauxhall VXR8 Clubsport Tourer	1:29.9	-	YouTube	Dry
Honda NSX	1:30.1	101.3	145	Dry

TRACK MAP



West Circuit facts

- Location Bedford Autodrome
- Opened 1999
- Length 1.85 miles (2.98 kilometres)

- Direction Anti-clockwise
- Left turns 9
- Right turns 6

CLASSICCARSERVICES

AWARDS '09
FAST WINNERS

Car Interior Specialists

Guaranteed Quality & Service

Vintage to brand new cars
Full bespoke retrimms,
repairs - Leather - Cloth
- Alcantara - Vinyl

**Hoods and Tonneaus
made and fitted**

Interiors made and fitted
to any make or model

T: 0116 269 2607 E: sales@classiccarservices.co.uk
www.classiccarservices.co.uk
Unit 2, R/O 10 Silverdale Drive, Thurmaston, Leicester

CHIP EXPRESS™

tuning specialists

Plug-in Diesel Upgrades

Enjoy up to 40% more **POWER**
and 20% better **ECONOMY!**

Diesel Tuning for Cars, Commercials, Tractors & Boats
Fit yourself in minutes - instantly improve drivability!

14 DAY GUARANTEE

Easy to:
- Fit
- Remove
- Transfer

tüv CERT

CE

ISO 9001 QUALITY ASSURANCE

The CHIP Express™ tuning system is without doubt the most advanced plug-in diesel upgrade available. It works in harmony with your engine, retaining all safety functions without needing to interfere with the vehicle's existing on-board computer. It can be self fitted in minutes, adjusted for more performance and easily removed. It will free your vehicle from its manufacturer's limits.

www.chipexpress.com

Visit our website, see your vehicle's true potential, order online.

e: email@chipexpress.com t: 01727 730 956

THE ULTIMATE IN ★★★★★ LUXURY

A five star location for a fantastic driving holiday...



STAY OVER
THE BRYNTEG
CAR CRAZY
WEEKEND
20/21st June
Call for details

Anglesey Circuit

The EVO Triangle

Stay where EVO stay right on the doorstep of the famous 'EVO triangle' and the epic 'Anglesey Circuit' to experience some of the greatest roads in the UK. We have a real passion for cars here at Brynteg and want to share that while we look after you and your family when you relax at our 5 star Holiday Park. Our facilities include a fabulous restaurant and bar, indoor heated pool, SPA & Beauty Salon plus plenty of activities to entertain your family whilst you indulge in the great roads of Snowdonia and North Wales.

Call us for some great offers exclusive to EVO readers for May* and June and choose from one of our Luxury Holiday homes or Lodges with a hot tub for a weekend or mid-week break.

*excluding school half term dates

[**comfort zone**]
SKIN SCIENCE SOUL

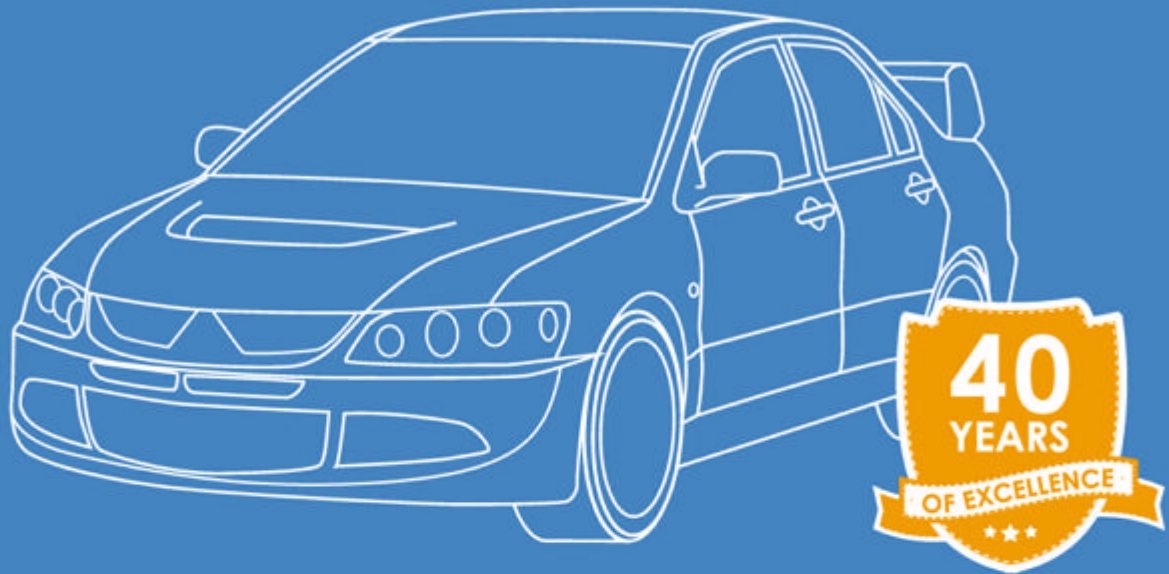


Call us on 01286 873100
or email enquiries@brynteg.co.uk
and quote "EVO OFFER 2015"
www.brynteg.co.uk

Llanrug, Nr. Caernarfon, Gwynedd LL55 4RF



High Performance Insurance



Benefits available include:

- FREE Legal Cover
- Breakdown Cover
- EU Cover
- Limited Mileage Discounts
- Modifications Cover
- Club Member Discounts

Specialist Car Insurance

Adrian Flux know how much you love your car, that's why we are dedicated to finding you a policy, tailor-made to your own personal requirements and driving history. Call us today for a free, no obligation quote!

0800 085 5000
adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority





Car Insurance

Be Wiser... Save Money

- The best policy at the best price
- We search over 30 insurance companies
- FREE Breakdown cover
- FREE Legal protection
- Instant cover and instalments
- Good credit rating? Save up to 40%!

Freephone:

0800 298 9648

Online quotes at: www.bewiser33.co.uk



Be Wiser[®]
Insurance



For all your insurance needs -
car, motorbike, van, multi-vehicle, home & travel

SPOT THE DIFFERENCE



SKY INSURANCE IS THE OFFICIAL PARTNER OF 'EVO' & 'CLASSIC AND PERFORMANCE CAR.COM'.
DISCOUNTS AVAILABLE FOR EVO READERS



THE GUY IN THE TOP PHOTO
PAID £148 LESS FOR HIS INSURANCE.
HE INSURED THROUGH SKY INSURANCE,
THE PERFORMANCE CAR SPECIALISTS.
www.skyinsurance.co.uk - 03303 331 250

SKY INSURANCE

Insurance over £800?



Whatever your car or driving record,
if you're over 23 and paying more than
£800 for your car or van insurance
call and see if we can save you money!

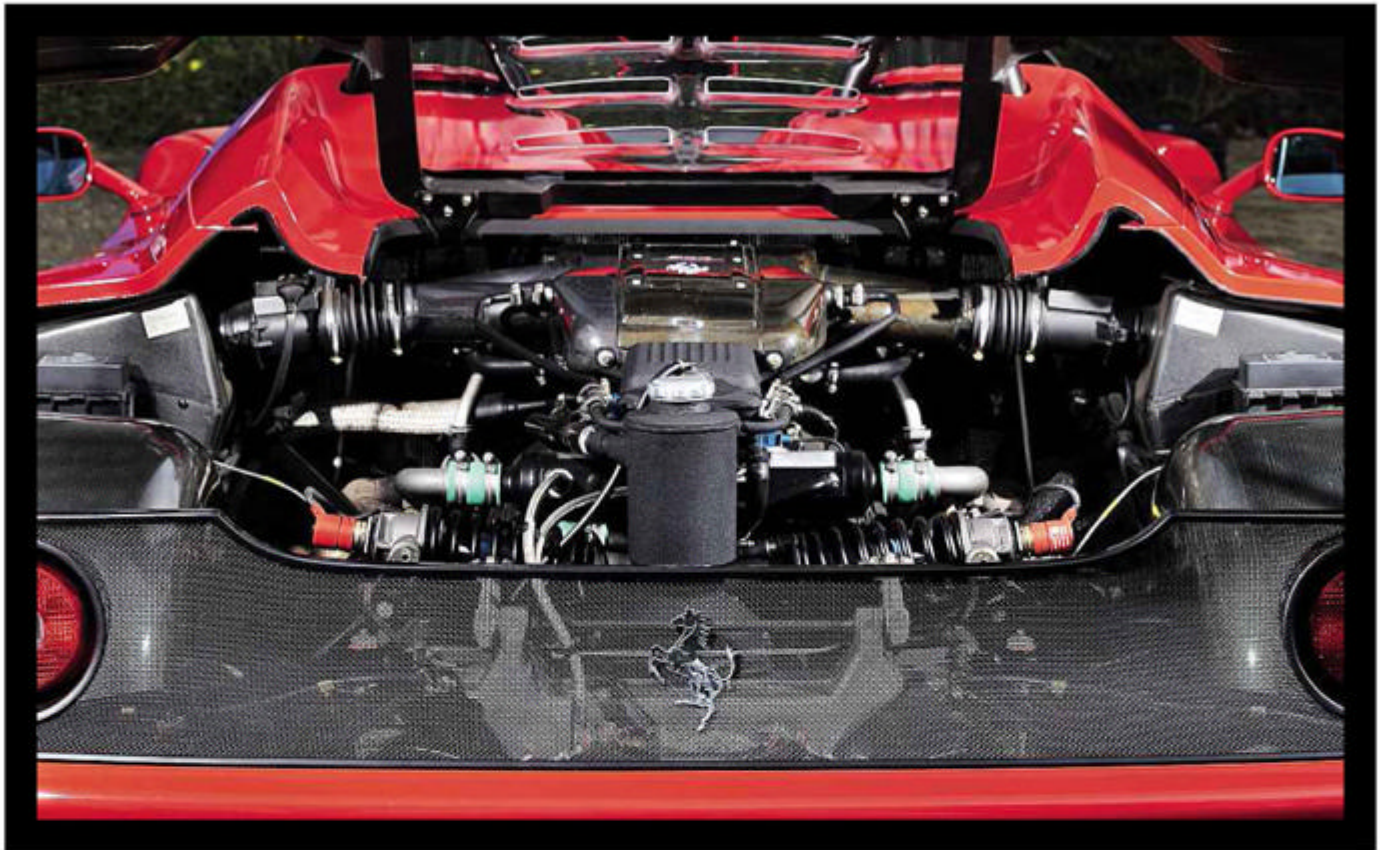
0161 874 3592

Mon-Fri 9am-6pm
Saturday 9am-5pm

Quoteline Direct[®]. Authorised and regulated by the Financial Conduct Authority.

Art of speed

Camera: Nikon D3. Focal length: 70mm. Exposure: 1/50sec at f/7.1 (ISO 200). Lens: 24-70mm at f/2.8



Ferrari F50 rear mesh

by RICHARD LANE | PHOTOGRAPHY by DEAN SMITH

THE SCENE IS MARANELLO, IT'S THE MID-NINETIES. Ferrari is introducing its most potent supercar to date as 49-year-old test driver Dario Benuzzi explains to journalists that this swooping, cab-forward demon is closer to a single-seater than any road-ready car ever to bear Scuderia shields. F1 triple-champ Niki Lauda is on hand to eagerly declare that even the sacrosanct F40 doesn't stand comparison when the two are driven around the Fiorano test track.

Fast-forward two decades and if it's possible to pity a performance car, the Ferrari F50 is probably it. Quicker than its forebear and purer than an Enzo, it's a wonder how the exceptional machine that bridged those untouchables is quietly smeared because of some befuddled styling and supposedly underwhelming performance. If you can call 0-62mph in 3.7sec and 202mph underwhelming...

Truth is, what the F50 lacked in visual coherence it more than made up for in mechanical razzmatazz, and bereft of a key you have two visual entry points to the fabulous viscera between the firewall and the prodigious Group-C-style wing. The obvious approach is to gently lean over a carbonfibre haunch and peer through the Perspex engine cover for a bird's-eye view par excellence. Because of rippling louvres in the plastic, big buttresses and the sheer width of the bodywork, however, this is an awkward procedure. More sagacious is to take a

knee between the venturi tunnels. Actually, take two, you'll be there a while.

Do this behind a McLaren F1 or even the quad-turbo Bugatti EB110 and you'll get a face-full of black polymer, the only boon perhaps a glimpse of resonator here or gearbox casing there. Addressing the F50's rear bodywork, meanwhile, yields one of the definitive X-rated spectacles of the four-wheeled world. The cavernous engine bay is about as good as it gets, and the pinprick effect of looking through arguably the most hallowed chicken wire in history only kindles curiosity further.

Inside, the naturally aspirated 4698cc, 60-valve V12 shared the same widened 65-degree vee as Alain Prost's 614/2 1990 F1 ride. More compact than Ferrari's other road-going V12s, it was rigidly fixed to the chassis for explicit handling, developed 513bhp at 8500rpm and reportedly requires a top-end rebuild after just 25,000 miles. Between you and its colossal carbon plenum is a six-speed transmission encased in aluminium, partially bolted to which is spectacularly gratuitous pushrod suspension. That all the ancillaries are mounted low to improve airflow out means that everything is on display in captivating clarity.

There is of course more at work here than sheer show business – the effective open-working of the F50's derrière was a simple and lightweight solution to reduce catastrophic overheating. One suspects, though, that in employing a mesh there was an element of flaunting what you have. And why not? ❧

evo NEXT MONTH
ON SALE WEDNESDAY MAY 20

Mercedes-AMG GT versus its rivals

❑ Audi RS3 driven ❑ Bentley Continental GT3-R ❑ New Vauxhall Corsa VXR

WORRIED ABOUT EXPENSIVE CAR REPAIR BILLS?

If your car goes wrong, you could be faced with wallet busting repair bills. Not to mention the hassle of dealing with the garage and being without your motor for days, or even weeks on end.

A used car repair plan from Warrantywise gives you total peace of mind when your car goes bang! All of our plans include car hire, hotel & onwards travel expenses as well as recovery as standard. You can also take your car to any VAT registered garage in the UK or Europe for repairs!

Prices start from just £19 per month. Best of all it's been designed by motoring consumer champion, Quentin Willson.

Quentin Willson
Designed by **Quentin Willson**



Warrantywise work in partnership with global feedback engine Feefo and were awarded their Gold Trusted Merchant award for 2015.



QUENTIN VIDEO GUIDE

Watch as motoring expert, Quentin Willson, explains the benefits of a used car warranty.

Watch Quentin's Guide
warrantywise.co.uk/guide



THEO IS WARRANTY WISE

Warrantywise are delighted that Theo Paphitis has done the wise thing and protected his jaw-dropping Maybach with a Warrantywise warranty.

Read the full article at: www.warrantywise.co.uk/theo

Terms and conditions apply. Accurate at the time of printing.



Get a Quote Online
warrantywise.co.uk

or call us on Freephone **0800 030 4569**



Warrantywise

Simply the Best in the Business

THE ALL NEW LEON ST CUPRA 280

CAPABLE, WHICHEVER
WAY YOU LOOK AT IT



TECHNOLOGY TO ENJOY



587 LITRE BOOT

Room for an active lifestyle.



280PS CUPRA ENGINE

Guarantees precision-driving fun.



CUPRA DRIVE PROFILE

Dynamic driving at your fingertips.

Standard EU test figures for comparative purposes and may not reflect real driving results. Model shown is a Leon ST CUPRA 280 with optional Sub8 Performance Pack, CUPRA Black-Line and Nevada white metallic paint.

Official fuel consumption for the SEAT Leon ST CUPRA in mpg (litres per 100km); urban 32.1 (8.8) - 33.6 (8.4); extra-urban 50.4 (5.6) - 49.6 (6.6); combined 42.2 (6.7) - 42.8 (6.6). CO₂ emissions 157 - 154 g/km.

FOLLOW US ON:



SEAT.CO.UK