

evo

THE THRILL OF DRIVING

THE £15K FOCUS RS

Ford's bargain superhatch



FIGHT CLUB

New v old – today's heroes battle yesterday's icons



DRIVEN

Kia Stinger GT-S

INSIGHT

Lotus – what next?

ADVENTURE

McLaren goes Ferrari baiting

KIDSTON SA - DEVOTED TO THE MOST



Illustrated **1966 EX-WORKS FORD MKII, CHASSIS NO. GT40 P/1016**

Ex-Ronnie Bucknum, Dick Hutcherson, AJ Foyt, Richie Ginther, Mark Donohue, Peter Revson

FoMoCo/Holman-Moody – 1966 Daytona 24 Hrs, 1966 Sebring 12 Hrs, 1967 Daytona 24 Hrs

Third overall 1966 Le Mans 24 Hours (Bucknum/Hutcherson)



BEAUTIFUL MOTOR CARS IN THE WORLD



CLIENT PORTFOLIO

1953 ex-Works Aston Martin DB3S, ex-Peter Collins, ex-Parnell/Klemantaski 1954 Mille Miglia entry, 1st 1953 Goodwood Nine Hours
1960 Maserati 3500 GT Spyder ● 1966 Shelby 427 Cobra ● 1988 Aston Martin V8 Volante (7.0, LHD) ● 1989 Aston Martin V8 Volante Zagato
Please note that to respect client confidentiality not all motor cars available may be shown

Put a stop to energy waste. See what you're using in pounds and pence with a smart meter.

Smart meters show you exactly how much energy you're using,
so you have the information you need to help you save.



**Contact your energy supplier today about
getting your smart meter, at no extra cost.**

Representative of a typical in-home display. Available in England, Scotland and Wales.





The grip of winter. Porsche winter wheels and tyres.

Below 7°C the rubber compound in summer tyres hardens causing a drop in performance and increased braking distances*. Porsche Approved N-rated winter tyres are specifically designed to provide greater safety in cold, wet and snowy conditions. Your summer wheels and tyres can also be securely stored for you by your local Porsche Centre**. For more details visit your local Porsche Centre.

*Summer tyres versus winter tyres. Braking with ABS on wet road surface, 50 to 0 mph at +3°C. **Participating Centres only.



PORSCHE



EDITORIAL

020 3890 3890

eds@evo.co.uk

www.evo.co.uk

evo, Dennis Publishing,
Bedford Technology Park
(Building 109), Thurlleigh, Bedford,
MK44 2YA, United Kingdom

EDITOR

Stuart Gallagher

MANAGING EDITOR

Ian Eveleigh

DEPUTY EDITOR

Adam Towler

WEBSITE EDITOR

Steve Walker

ACTING ART EDITOR

Robert Hefferon

ROAD TEST EDITOR

James Disdale

STAFF WRITERS

Antony Ingram, Will Beaumont

STAFF PHOTOGRAPHER

Aston Parrott

VISUAL CONTENT EDITOR

Louis Shaw

CONTENT EDITORS

Jordan Katsianis, Lee Stern

CONTRIBUTING EDITORS

John Barker, Richard Meaden,
Steve Sutcliffe, David Vivian

COLUMNISTS

Richard Porter, Ted Kravitz

OFFICE MANAGER

Jane Townsend-Emms

EDITORIAL DIRECTOR

Steve Fowler

CONTRIBUTING WRITERS

Henry Catchpole, Brett Fraser,
Bob Harper, Peter Tomalin,
Tom Wiltshire

CONTRIBUTING PHOTOGRAPHERS

Otis Clay, Pete Gibson, Stephen
Hall, Andy Morgan, Lee Tuckett,
Dean Smith, Adam Shorrock

IT WOULDN'T HAVE BEEN POSSIBLE WITHOUT

Peter Allen, Anglesey Circuit,
Bedford Autodrome, James
and Nick Barke, Rob Gould,
Roger Hynes, Millbrook Proving
Ground, RPM Technik



Ed speak

TUESDAY 17 OCTOBER COULD PROVE TO BE a significant day for the performance car enthusiast.

It was the day **evo** was in Shanghai for the reveal of Polestar's first standalone performance car, while 5000 miles away in Norfolk we were also getting a debrief from Jean-Marc Gales, CEO of Lotus, regarding its recent change of ownership. What's the significance? Both companies are now owned by the Chinese conglomerate Geely.

Having acquired Volvo in 2010, five years later Geely executives gave the green light to separate Polestar from the Swedish car maker, giving it the remit to become a standalone performance brand. A near 600bhp GT coupe (see page 68) isn't a bad way to kick things off.

In the late summer of 2017, Geely also acquired Proton, resulting in it taking control of Lotus, too. A Lotus that had recently returned a profit for the first time since... actually, I think it's the first time it has returned a profit. Initial thoughts were that Hethel's sports car manufacturer would be swallowed up and spat out as an unnecessary distraction, but thankfully that's not the case. Geely considers Lotus to be an asset it needs to invest in to maximise its potential.

What will this mean for Lotus, aside from the financial stability and the investment? There will probably be an SUV (inevitable if you think about it, but most likely built in China and possibly not sold in Europe), a new Elise for 2020, and a whole host of sports and performance cars after that. It's being part of Geely and being able to work with the group of companies it controls that offers the most possibilities. Volvo has some of the best quality control in the business, Polestar will be utilising carbonfibre for construction and developing performance-orientated powertrains, and Geely's newcomer Lynk & Co is a car company with a laser-guided focus on technology and a plan to revolutionise the way we buy cars.

Convert all of this into a new Lotus and I'm seeing a carbon-tubbed, carbon-bodied sports car that mixes light weight with hybrid performance and cutting-edge technology. If all goes to plan, **evo** will be driving such a Lotus within a decade. I can't wait.

Stuart Gallagher, Editor @stuartg917

FIND US...

ONLINE

For breaking news
and reviews
www.evo.co.uk

YOUTUBE

For exclusive
video content
youtube.com/evo

TWITTER

The Thrill in 140
characters or fewer
@evomagazine

FACEBOOK

Ask us about the
cars we drive
search 'evomagazine'

INSTAGRAM

Go behind the
scenes at evo
@official-evomagazine



Cover image photographed
by Aston Parrott

SUBSCRIPTIONS

0330 333 9491

subscriptions@evo.co.uk

ManageMyMags.co.uk

Back issues

0330 333 9491

EVO WORLDWIDE EDITORS-IN-CHIEF

Australia Jesse Taylor China Zheng Chen Croatia Nikola Curic Czech Republic Petr Ehrlich Egypt Ahmed Wakil France Patrick Garcia India Sirish Chandran Italy Piero Bacchetti Korea Yushin Lim Malaysia Bobby Ang Middle East Bassam Kronfli Singapore Sheldon Trollope Slovenia Matjaž Korošak Spain Javier Arús Thailand Chettha Songthaveepol Turkey Bahadır Bektaş

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



NEW PEUGEOT SUV RANGE

NEVER HAVE SUVs GONE SO FAR



2008 SUV



3008 SUV



NEW 7-SEAT 5008 SUV



GRIP CONTROL®
PEUGEOT i-Cockpit®
CONNECTED 3D NAVIGATION*

ADVENTURES **BUILT IN**

PEUGEOT RECOMMENDS TOTAL Official Fuel Consumption in MPG (l/100km) and CO₂ emissions (g/km) for the 2008 SUV Range are: Urban 47.1 – 65.7 (6.0 – 4.3), Extra Urban 65.7 – 85.6 (4.3 – 3.3), Combined 57.6 – 76.3 (4.9 – 3.7) and CO₂ 114 – 96 (g/km). Official Fuel Consumption in MPG (l/100km) and CO₂ emissions (g/km) for the all-new 3008 SUV Range are: Urban 37.2 – 67.3 (7.6 – 4.2), Extra Urban 55.4 – 80.7 (5.1 – 3.5), Combined 47.1 – 70.6 (6.0 – 4.0), CO₂ 136 – 103 (g/km). Official Fuel Consumption in MPG (l/100km) and CO₂ emissions (g/km) for the all-new 5008 SUV Range are: Urban 36.2 – 62.8 (7.8 – 4.5), Extra Urban 53.3 – 72.4 (5.3 – 3.9), Combined 46.3 – 68.9 (6.1 – 4.1) and CO₂ 140 – 106 (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.

Grip Control® is standard on 2008 SUV Allure and above, excluding 1.2L PureTech 82. Advanced Grip Control® is optional across the all-new 3008 SUV and all-new 5008 SUV ranges. *Connected 3D Navigation is standard on a 2008 SUV GT Line, all-new 3008 SUV Allure and above and all-new 5008 SUV Allure and above. Additional terms and conditions apply to connected services, including customer acceptance of location sharing prior to activation.



052

ROAD TRIP: McLAREN 720S

There's much to admire about McLaren's 720S, from its blistering performance, technical design and its focus on delivering the purest of driving experiences. So how does it cope with a 1500-mile road trip, a day at the proving ground and setting a lap time at Anglesey? Adam Towler and Steve Sutcliffe find out

068

POLESTAR & LOTUS

We examine Polestar and Lotus's opportunities under Geely, as the former launches a 592bhp GT and the latter plans its future

074

TVR: WHAT NEXT?

Now the fanfare and dust has settled on the new Griffith's launch, we speak to TVR's Les Edgar about what lies ahead

080

996 GT3 v 991 GT3

Porsche's first 911 GT3 is an evo icon, so how does the latest stack up to our original hero?

088

QUATTRO v GT-R

Audi wrote the rule book for the everyday supercoupe. Does Nissan's ferocious GT-R stick to the rules or rip them apart in its quest for ultimate performance?

096

360 CHALLENGE STRADALE v HURACÁN PERFORMANTE

Lamborghini's ultimate junior supercar, the Huracán Performante, may have briefly held the Nürburgring lap record for production cars and be one of the best baby Lambos we've ever driven, but can it hold a candle to the original track-derived supercar: Ferrari's brilliant 360 Challenge Stradale?

OFFICIAL TIMEKEEPER

ADAC

GT masters



CERTINA

SWISS WATCHES SINCE 1888

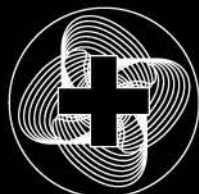


PRECISELY
YOUR
MOMENT

DS PODIUM

CHRONOGRAPH LAP TIMER

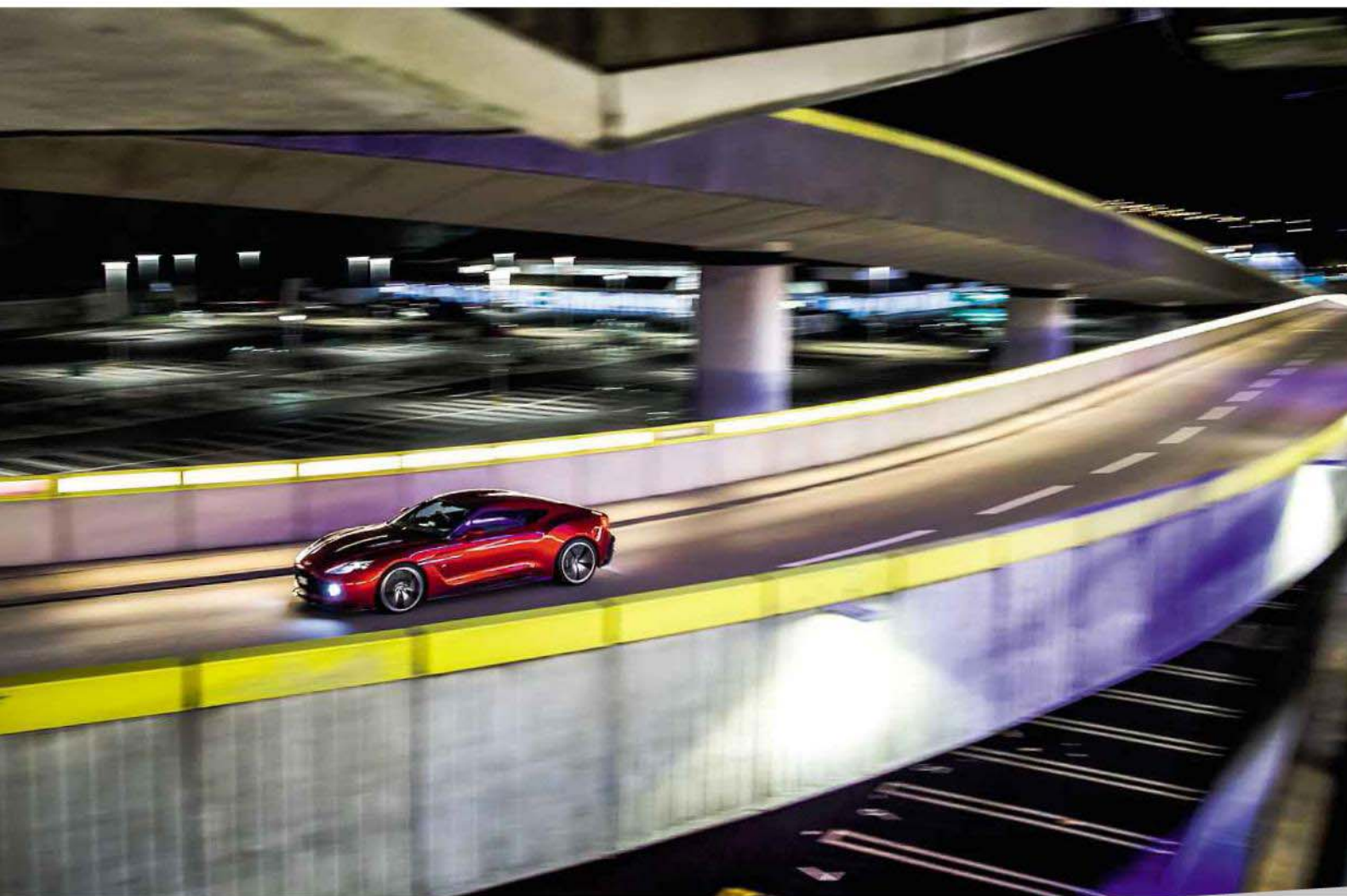
WWW.CERTINA.COM



COSC

OFFICIALLY CERTIFIED
CHRONOMETER





015

BRIEFING

Ferrari finally succumbs to the draw of the SUV, Porsche reveals its lighter, more focused Carrera T, and we drive a radio-controlled GT-R on track

025

LETTERS

Where have all the five-star cars gone? And apparently we shouldn't be so hung up on data

028

FIRST DRIVES

- 028 KIA STINGER GT-S
- 034 ASTON VANQUISH ZAGATO
- 038 JAGUAR XJR575
- 040 MERC-AMG E63 ESTATE
- 042 MOUNTUNE FOCUS RS
- 045 VOLVO V40 T5 POLESTAR

046

COLUMNS

Meaden, Porter and Kravitz

105

EVO MARKET

A Deep Dive look at Porsche's 987 Boxster, a Ford Focus RS Mk2 buying guide, and all you need to know about wheel cleaner

137

LONG-TERMERS

The RS5 has been on a road trip, the Alfa needs more tyres, and the 106 Rallye continues to surprise and delight in equal measure

152

THE KNOWLEDGE

Essential data and an evo star rating for every performance car worth mentioning. Is your car listed?

170

FINAL FRAME

The Audi Ur-Quattro is not just an icon for its technology and the way it drives, but also for how it looks

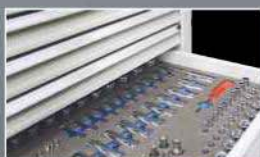


Great cars deserve great garages!

Create a beautifully
organised space with
Europe's leading garage
interior company

Dura's award-winning
range of modular cabinets
and wall storage ideas
provide a flexible solution
to transform an ordinary
garage into a tailored
room to be proud of!

- MODULAR CABINETS
- WALL STORAGE
- FLOOR TILES
- DESIGN & INSTALL



Organise your tools!



Make use of your wall space!



Conceal a dusty concrete floor
with easy-to-lay PVC tiles!

DURA®
Fitted Garages

For a FREE brochure
call **0845 371 0045**
or visit our website
www.duragarages.com

Call now
for a **FREE**
Design Survey
and see how
your garage
could look!

Alternatively, return this slip in an
envelope (no stamp required) to:

Freepost RSLX-YXCA-GUTJ
Dura Ltd, St James Road, Brackley, NN13 7XY

Name

Address



EVO/
JAN18

Telephone

Email

evo

242

ADVERTISING

020 3890 3956

ISDN 020 7580 0297

Email ads.evo@dennis.co.uk

31-32 Alfred Place, London WC1E 7DP

MANAGING DIRECTOR OF ADVERTISING

Julian Lloyd-Evans

ADVERTISING MANAGER

Laura Holloway

SENIOR SALES EXECUTIVE

Emily Lowe

ACCOUNT DIRECTOR

Lucy Foy

COMMERCIAL MD

Elaine dela Cruz

DIRECT MARKETING MANAGER

Hannah Manning-Swallow

GROUP ADVERTISING DIRECTOR

Liz Jazayeri

COMMERCIAL PUBLISHER

Sarah Perks

ACCOUNT MANAGER

Alexander Rumble

SENIOR SALES EXECUTIVE

Jack Reader

PRODUCTION MANAGER

Mike Hills

NEWSTRADE DIRECTOR

David Barker

DIGITAL ADVERTISING DIRECTOR

Steve Machin

CREATIVE SOLUTIONS

CREATIVE DIRECTOR

Tom Barnard

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

PUBLISHING

MANAGING DIRECTOR OF AUTOMOTIVE

James Burnay

PUBLISHING MANAGER

Amrit Gill

DENNIS PUBLISHING

MANAGING DIRECTOR OF DIGITAL

Pete Wootton

CHIEF FINANCIAL OFFICER

Brett Reynolds

CEO

James Tye

COMPANY FOUNDER

Felix Dennis



© 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 Wyndeham Bicester
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



ABARTH.CARS.CO.UK

ABARTH 695 RIVALE TWO LEGENDS, ONE SPIRIT.



ABARTH PERFORMANCE MEETS RIVA ELEGANCE IN THE NEW ABARTH 695 RIVALE.

Official fuel consumption figures for the Abarth 695 Rivalè: mpg (l/100km): combined 47.1 (6.0) - 48.7 (5.8), urban 35.8 (7.9) - 37.2 (7.6), extra urban 57.7 (4.9) - 60.1 (4.7), CO₂ emissions: 139 - 134 g/km. Fuel consumption and CO₂ figures are obtained for comparative purposes in accordance with ec directives/regulations and may not be representative of real-life driving conditions. Factors such as driving style, weather and road conditions may also have a significant effect on fuel consumption. Abarth UK is a trading style of Fiat Chrysler Automobiles UK Ltd.

89%* of adults in the UK use the internet to **shop, surf** and **stay connected...**

Make your life easier and join over

1.3 MILLION 

motorists who also **buy their tyres online at**

 **blackcircles.com**
click & fit[®] tyres



Over 2,000 fitting centres
throughout the UK



Best Online Tyre
Retailer 2016 & 2017



Over 29,000
customer reviews



At checkout, use code
EVOFIVE
for 5% OFF**
2 or more eligible tyres

T&Cs Apply

Named Best Online Tyre Retailer 2016 and 2017 by Auto Express, Blackcircles.com is the simple way to buy new tyres. Purchase your next set of tyres today to enjoy low prices, a tyre fitting appointment that suits you and first class customer care. *Source: Office for National Statistics - Internet users in the UK 2017. **Offer applies to Avon, Kumho, Michelin and Yokohama tyres only and valid until 31/11/2017. Code cannot be used in conjunction with any other Blackcircles.com promotion. Discount on cost of tyres only and excludes fitting, balancing, valves and disposal on fully fitted orders and excludes cost of delivery on mail order orders.

briefing

FERRARI GETS DIRTY

Despite years of denials, Ferrari has now confirmed it will build an SUV. We examine the implications, both good and bad, for the Italian firm and its rivals that have already got stuck into the SUV market

by JAMES DISDALE



YOU DON'T NEED TO LOOK at the sales charts to know that SUVs and crossovers are big business. Just take a short drive and you'll appreciate what a huge off-roader-building binge the car industry has embarked on – and also how willing buyers are to get behind the wheel of one of these high-riding wagons.

If you *do* glance at the figures, you'll find they make shocking reading for performance car fans. Over the last full year of UK sales data (2016) the SUV's market share increased by 28 per cent, with only superminis and small family cars selling more units. You might think this meteoric rise needn't worry us **evo** types, because SUVs are mundane

Below and bottom right:

Lamborghini Urus and Aston Martin DBX concepts give a taste of upcoming performance SUVs. **Far right:** Ferrari is now set to join the party, too



machines that are bought by people who want to get from A to B with the minimum of fuss. Yet these numbers include the ever-increasing examples of high-end high-performance models that inevitably set the trend for the market as a whole – and this means go-faster off-roaders could start to edge out more traditional drivers' cars, such as hot hatches and coupes. But more on that later.

In the meantime, perhaps the biggest indicator of the SUV's almost unstoppable success story is the news that Ferrari is now planning to join the party. Up until now the firm has always put a lid on rumours of an off-roader, claiming that it would be against all the brand's values and would result in founder Enzo Ferrari turning in his grave. As recently as the 2017 Frankfurt motor show the firm's sales and marketing director was at pains to point out that there would never be a Ferrari off-roader. Fast-forward to the present and CEO Sergio Marchionne is now 'dead serious' about plans to build what has been referred to as the 'Ferrari

Utility Vehicle'. It's not hard to see why he's changed his mind. These vehicles deliver large chunks of profit, which is a good thing for a NASDAQ-listed company that's looking to up production to perhaps double its current annual 10,000 units over the next five years.

Ferrari will also have looked around at the competition and seen that Bentley, Porsche, Audi, Alfa Romeo, Maserati and Mercedes all have high-riding performance models on their books, while Lamborghini is just putting the finishing touches on its forthcoming Urus. Added to this little lot are the Rolls-Royce Cullinan and Aston Martin's DBX. There are even rumours that Lotus is looking to muscle in on the action, too.

It's not hard to see why upmarket SUVs have struck such a chord with wealthy owners. For a start, they tend to fit more easily into their 'lifestyles' than more focused machines, with space to spare for families and the commanding driving position that many find appealing. They can be seriously quick, too – the new

Porsche Cayenne Turbo can smash the benchmark 0-62mph test in as little as 3.9sec, which is four-tenths quicker than a 911 Carrera S.

Of course, giving an SUV 'car-like' handling horribly compromises any off-road ability it might otherwise have had – though when do these models ever venture off the beaten (tarmac) track anyway? Their high centre of gravity and hefty kerb weight also mean they can never truly compete with a more conventional performance car in the handling stakes, but in isolation the likes of the Porsche Macan and Audi SQ7 make a decent fist of disguising their not inconsiderable mass. And advances in suspension, tyre and brake technology mean that every subsequent generation gets better and better.

Crucially, if you can afford to drop upwards of £70k on an super-heated SUV as your daily driver, you're likely to have the funds for something lightweight and low-slung for high days and holidays. Your 4x4 isn't the only set of wheels

in your stable, but one of a number of vehicles, each with a specific role.

One reason not to be scared by the unstoppable surge of new SUV arrivals – particularly at the pricier end of the market – is that they tend to fund the development of cars we love. Porsche has often stated that the huge success of the Cayenne allowed it to pour resources into the 911, Cayman and Boxster, refining them into some of the most thrilling driving machines in their respective classes. This trickle-down effect could have similarly positive repercussions for those brands just embarking on their SUV journeys, such as Alfa and Maserati.

Also, as Porsche has proved, SUVs don't necessarily stifle the chances of their more traditional cousins. Bentley is another case in point: its Bentayga is flying out of showrooms, yet sales of Continental GTs and Mulsannes remain buoyant.

So it's all good, then? In the rarefied

atmosphere at the top of the pricing tree the answer is a cautious 'yes'. However, in the realms of more realistic motors there are some worrying signs. Sticking to the time-honoured motor industry mantra of 'you can never have too much of a good thing', brands are looking to build on the considerable success of mainstream 'C-segment' models (think Nissan Qashqai-style vehicles) by offering hotted-up versions, and no company looks to be embracing this policy more warmly than the VW Group.

SEAT is well underway with the development of its Ateca Cupra, which promises to combine a 300bhp turbocharged engine with four-wheel drive and a heavily uprated chassis. A Skoda Kodiaq vRS has been mooted too, although it's slated to use a twin-turbo 2-litre diesel rather than petrol power. There are also rumours circulating that the recently launched Karoq will get the



'Ferrari will have looked at the competition and seen they all have SUVs on their books'



vRS treatment, perhaps powered by a petrol-electric hybrid.

Yet while the more expensive machines such as the Cayenne provide the readies to make cars like the 911, these more affordable models appear to be replacing traditional drivers' cars in their makers' line-ups. At SEAT the Leon Cupra has been watered down, with the Sub8 packed away, while there are no plans for an Ibiza Cupra. It's a similar story at Skoda, where bosses have reiterated there's no business case for vRS versions of the Fabia or Superb – the former sold well in Britain and Germany, but was a minor sales blip in other territories. Only the Octavia soldiers on. For now. Both firms are undergoing a premium push,

and hot hatches aren't seen as upmarket enough, unlike go-faster off-rovers.

Okay, so we've painted a particularly gloomy picture, particularly when it comes to the sort of cars the majority of us actually buy. Yet there's no need to panic. New-car price lists have never been fuller with high-performance machines of all shapes and sizes, including the sort that should be giving the latest rash of SUVs a run for their money: fast estate cars. They offer comparable interior space and, if you look at the specs below, you'll find that for less money you can get greater performance, not to mention vastly superior handling. Why would you want an Audi SQ5 when the S4 Avant does the same job so much better? The same

goes for the Mercedes-AMG GLC63 when compared with a C63 Estate, or even, perish the thought, a BMW X5M versus an Alpina B5 Touring.

Make no mistake, the SUVs are here to stay – at least until legislation demanding ever greater vehicle efficiency forces huge, heavy and aerodynamically inefficient off-rovers out of business. In the meantime we have to make sure we keep buying the sorts of drivers' cars we love, so manufacturers don't get an excuse not to build them, while hoping that most follow Porsche's lead and plough SUV profits into models that more readily deliver the thrill of driving. On the basis of the current sales trend, there should at least be a lot of cash to splash around.

'Why would you want an Audi SQ5 when the S4 Avant does the same job so much better?'

Mercedes-AMG GLC63



V8, 3982cc, twin-turbo
469bhp @ 5500-6250rpm
479lb ft @ 1750-4500rpm
1925kg
248bhp/ton
4.0sec (claimed)
155mph (limited)
27.4
£69,320

Engine
Power
Torque
Weight
Power-to-weight
0-62mph
Top speed
Combined mpg
Basic price

Mercedes-AMG C63 Estate



V8, 3982cc, twin-turbo
469bhp @ 5500-6250rpm
479lb ft @ 1750-4500rpm
1710kg
279bhp/ton
4.2sec (claimed)
155mph (limited)
33.6
£63,475

Audi SQ5



V6, 2995cc, turbocharged
349bhp @ 5400-6400rpm
369lb ft @ 1370-4500rpm
1870kg
190bhp/ton
5.4sec (claimed)
155mph (limited)
34.0
£51,200

Engine
Power
Torque
Weight
Power-to-weight
0-62mph
Top speed
Combined mpg
Basic price

Audi S4 Avant



V6, 2995cc, turbocharged
349bhp @ 5400-6400rpm
369lb ft @ 1370-4500rpm
1675kg
212bhp/ton
4.9sec (claimed)
155mph (limited)
35.8
£46,900

BMW X5M



V8, 4395cc, twin-turbo
567bhp @ 6000-6500rpm
553lb ft @ 2200-5000rpm
2275kg
253bhp/ton
4.2sec (claimed)
155mph (limited)
25.4
£94,910

Engine
Power
Torque
Weight
Power-to-weight
0-62mph
Top speed
Combined mpg
Basic price

Alpina B5 Bi-Turbo Touring



V8, 4395cc, twin-turbo
600bhp @ 5750-6250rpm
590lb ft @ 3000-5000rpm
1940kg
314bhp/ton
3.5sec (claimed)
205mph (claimed)
26.9
£91,000



THE ABSOLUTE OPPOSITE
OF ORDINARY.

MASERATI GHIBLI. YOURS. FROM £51,165

Introducing the New Maserati Ghibli, now also available in GranSport and GranLusso trims.

www.maserati.co.uk



Official fuel consumption figures for the New Maserati Ghibli range in mpg (l/100km): Urban 20.5 (13.8) – 36.7 (7.7), Extra Urban 39.8 (7.1) – 57.6 (4.9), Combined 29.4 (9.6) – 47.9 (5.9). CO₂ emissions 223 – 158 g/km. Fuel consumption and CO₂ figures are based on standard EU tests for comparative purposes and may not reflect real driving results. Models shown are: a New Maserati Ghibli Diesel GranSport MY18 at £71,400 On The Road including optional mica paint at £660, 20" GTS Anthracite alloy wheels at £3,325, Full exterior carbon pack at £2,500, Interior carbon pack at £2,880, Full premium perforated leather interior with ventilated and heated front seats at £3,900 and Headrest Trident stitching at £310. A Maserati Ghibli Diesel GranLusso MY18 at £65,765 On The Road including optional metallic paint at £660, 20" machine polished Urano alloy wheels at £1,200, Polished silver callipers at £1,615, Electric sunroof at £1,200 and Driver Assistance Pack Plus at £2,605.

Porsche rekindles spirit of 968 Club Sport

Sharper, lighter new Carrera T could be the pick of the regular 911 range



PORSCHE IS INTRODUCING A trio of new, driver-focused models in a move designed to sprinkle some of the credibility and fanatical interest that continue to surround its GT-series cars across the rest of its range.

Of most interest is the appearance of the 911 Carrera T, a car that's been rumoured for some time and which appears to aim to do for the second-gen 991 what the Club Sport did for the 968 back in the mid-1990s.

It's based on the entry-level 911 Carrera and mixes a healthy amount of extra equipment with some unique features. Usually, 'T' stands for 'Touring' in Porsche-speak and it's been associated most notably with fully trimmed versions of the 2.7 Carrera RS and subsequent RS models, although it was also used for the downgraded, entry-level 911 between 1968 and 1973. Neither usage, however, seems to quite fit the ethos of the new car.

Weight loss was at the head of the agenda for the T. The regular 911's rear seats have been omitted, and the side windows are made from thinner – and

hence lighter – glass, while the door-cards feature fabric 'pulls' and sound-absorption material is said to be 'largely reduced'. Porsche's PCM infotainment system becomes a no-cost option. Even so, it's disappointing that, while Porsche claims a 20kg saving against a Carrera with a 'comparable spec', next to an option-free Carrera the T is only 5kg lighter, tipping the scales at 1425kg.

Unfortunately, Porsche hasn't been able to integrate the excellent six-speed manual from the 911 R and latest GT3 models, so the seven-speed manual remains, but crucially the gear ratios are shorter courtesy of a lower final drive. We've found the ratios unnecessarily long in all of the current Porsche sports cars, so this one tweak alone may turn out to be the most significant feature of the T, improving real-world acceleration and driver interaction. The actual gearlever has been shortened in the T as well, with the shift pattern now portrayed in red. In fact, there are a number of changes to the cabin that create a sportier vibe compared with the standard car, with the

electrically adjustable seats (pity they're not lighter manual versions, although expensive bucket seats are now an option) featuring a retro-look Sport-Tex fabric on their centres. There's also a smaller steering wheel and the option of bringing some bright colours into the cabin.

The twin-turbo 3-litre flat-six is unchanged over the standard Carrera, with 365bhp and 332lb ft of torque, but exhales through a standard sports exhaust. The slightly lower kerb weight and shorter ratios mean that a tenth has been sliced off the 0-62mph time at 4.5sec, with PDK-equipped Carrera Ts able to cover the same sprint in 4.2sec. The PASM Sport variable damping with a 10mm ride height drop, Sport Chrono package (but without the dashboard-mounted clock) and a mechanical limited-slip differential (but not on PDK-equipped cars) are all standard equipment on the T. These are not even available as options on the base Carrera, only on the S model. Similarly, Porsche's rear-wheel steering set-up is also an option for the T – another box not tickable with the regular Carrera.

by ADAM TOWLER

Below and right: changes to cabin include smaller steering wheel and Sport-Tex seat fabric. **Bottom right:** external clues include new lip spoiler, grey mirrors... and Carrera T script



From the outside, you'll be able to tell a T from its new front lip spoiler, grey mirrors and 20-inch Carrera S rims in titanium grey. Oh, and the black '911 Carrera T' script on the doors. The colour palette has been reduced to the punchier options, too – again, very much as it was with the 968 CS.

Sadly, unlike with the 968 CS, Porsche is charging more for the T – considerably more at £85,576 versus £77,891 for the standard Carrera, with the Carrera S just above at £87,335. Then again, the T is about having a higher specification as well as having less, and, with its blend of attributes and particular character, it might just be the best 991 on sale when deliveries begin in January 2018.

The other two new model variants are the GTS-spec 718 Boxster and Cayman, which follow the now well-established blueprint for Porsches wearing that particular badge. Both cars receive a modest 15bhp increase thanks to a revised air intake and new ECU map, but otherwise their individuality extends only to their cosmetics, with a revised front

bumper, rear apron and black detailing, and on the inside plenty of Alcantara.

Sport Chrono, a torque-vectoring limited-slip diff and PASM suspension are all standard, with a list price of £59,866 for the Cayman GTS and £61,727 for the Boxster version. They will surely drive as well as ever, but an extra 15bhp will do nothing to challenge our major reservation about the 718s – namely, their coarse, tuneless flat-four engines.

“Crucially, the gear ratios are shorter. This may turn out to be the most significant feature of the T”



The 196mph, radio-controlled GT-R

Nissan and *Gran Turismo* create ultimate toy from a real GT-R. We get behind the controller

SOME PEOPLE – THOUGH NOT ANYONE at *evo* – will tell you the Nissan GT-R feels a bit like a videogame to drive. While it's true that the GT-R seems capable of bending physics sometimes, its popular image as a bit of a digital experience couldn't be further from the truth. Computers, in this case, enhance rather than hinder the drive.

Still, the GT-R's connection with the virtual world is strong, particularly in the long-running *Gran Turismo* series. The early *GT* games were my own first connection to the GT-R legend, and for gamers turned professional racing drivers like Lucas Ordóñez and Jann Mardenborough, *Gran Turismo* and Nissan kick-started their careers.

Now the gaming franchise and the Japanese car maker have given us the Nissan GT-R/C. It's almost the complete opposite of playing *Gran Turismo* with a racing wheel and pedals – instead you have a real, full-size and very much full-performance car, operated via a PlayStation DualShock 4 controller.

Built by JLB Design Ltd, the GT-R/C

is based on a 2011 Nissan GT-R and, mechanically at least, is entirely standard – right down to its 542bhp twin-turbo V6. Where it differs is where you drive it from – essentially anywhere but inside the car itself, and up to a kilometre away.

The GT-R/C's interior is rigged up with four robots, controlling the steering, throttle, brakes and transmission, which in turn are controlled by a series of pneumatic pumps, electric servos, and six computers located in the boot. These monitor signals processed through a micro-computer hooked up to the PlayStation joypad, interpreting movements of your fingers a hundred times per second – trigger buttons to accelerate and brake, left joystick to steer, and up and down directional buttons to select drive or reverse – and translating them into movement in the car.

It sounds and looks obscenely complicated and very clever. And it is – clever enough that Mardenborough, from a vantage point within a helicopter, was able to complete a lap of the Silverstone National Circuit in 1:17.47, hitting 131mph

on the long straight before Brooklands.

Our own experience was slightly more sedate, guiding the GT-R/C around a coned-off section of Silverstone's Stowe Circuit and operating the car from the passenger seat of a Nissan Qashqai. The changing perspective of a chase car made it quite a challenge, but exercise the sort of finesse you might use to set the best laps in *Gran Turismo* itself and you can get around quite smoothly.

Steering lock is limited to prevent any sudden movements and there were two engineers observing proceedings, ready to slam on the brakes and cut the engine should things go awry, but aside from those limitations there's little stopping the GT-R/C being driven nearly as fast as its conventionally controlled counterpart.

Safely parked and shut down, the GT-R/C will now do a tour of primary and secondary schools in the UK to inspire the next generation to take up careers in science, technology, engineering and mathematics. Who said videogames would never get you anywhere?

Antony Ingram

DB11 drops top

Volante version of Aston's GT arrives in 2018 – but V12 fans will be disappointed

HOT ON THE HEELS OF THE V8-POWERED VARIANT OF THE DB11 (Driven, **evo** 241), Aston Martin has revealed another new derivative: the DB11 Volante.

With a quoted kerb weight of 1870kg, the new convertible weighs 20kg less than its predecessor, the DB9 Volante. However, there is a big caveat with that figure: the DB9 was powered by a 5.9-litre V12, but the DB11 Volante – for now, at least – is only being offered with the 4-litre twin-turbo V8. Compared with the V8 coupe, weight is up by 110kg.

Thanks to the hard-top DB11 often being seen with contrasting body and roof colours, it was quite easy to imagine a cabriolet version. The reality is perhaps even better, though, as while it clearly continues Marek Reichman's latest design language, some of the coupe's more contentious details have given way to a more elegant and resolved design.

The additional weight doesn't dull the car's top speed, which remains at 187mph, but the 0-62mph time is a tenth slower than the coupe's, at 4.1sec. The fabric roof, incidentally, can be operated at road speeds up to 31mph, taking 14 seconds to open and 16 seconds to close. The somewhat token rear seats have been retained.

Deliveries of the DB11 Volante will begin in spring 2018, with prices starting at £159,900 – £15,000 more than the V8 coupe.

Jordan Katsianis



A celebration of the world's greatest classic cars

THE LONDON CLASSIC CAR SHOW | 15-18 FEB 2018
EXCEL LONDON



BUY 2 TICKETS FOR £45
Quote EVO at checkout

THE GRAND AVENUE

Over 60 glorious classic cars drive down our indoor runway

GETAWAY CARS

A curated display of modern classics

OVER 200 EXHIBITORS

Featuring dealers, clubs & restorers

TICKETS NOW ON SALE

Book yours today at
londonclassiccarshow.co.uk



Winter i*cept evo²

**Optimised asymmetric pattern design for driving
in all winter conditions**

Optimised pattern design helps bite into snow effectively and improve
traction performance of the tyres.



Be one with innovation
Hankook Tyre and Real Madrid
Together as one

BE ONE WITH IT

Global
Partner



Real Madrid

Hankook Tyre UK Ltd
Fawsley Drive, Heartlands Business Park
Daventry, Northamptonshire NN11 8UG
Tel: +44 1327 304 100 Fax: +44 1327 304 110



Comparison Ford

Congratulations on a superb test of the hot hatchbacks from Honda, Ford and SEAT (**evo** 241).

After the initial worldwide excitement over the Focus RS, there seems to now be a relative cooling off. This test shows why. Despite a considerable power advantage for the latest RS, the result on track, and road, is a Honda triumph. And this despite Honda (like SEAT) sticking to the little-mentioned quality that all decent hot hatches must have: reasonable fuel economy.

I know it seems boring, but hot hatches are bought on the presumption of having great handling and ripping speed allied to practicality *and* reasonable running costs. It's the very reason why I think they can rightly claim to be the best cars in the world. Yet the recent race to headline-grabbing power figures has come at the expense of decent mpg figures. The Honda and SEAT, and possibly a Golf R, will still comfortably manage 30-plus mpg, but the Focus, Audi RS3 and Mercedes-AMG A45 will struggle to make 25. The difference will cost you £500 every 14,000 miles.

It is also such a shame that the Leon seems to have gone backwards. At least the Cupra Sub8 dressed up a little; the standard Cupra 300 looks so bland by comparison. There has to be a certain amount of flamboyance, surely? Even worse, the basic Cupra chassis seems to be wanting, too. Such a shame, as SEAT's track times are often unbelievable.

Nick Harry, Hereford



Bully for us

I just finished reading the Aventador S drive story (**evo** 240) and I am almost at a loss for words. David Vivian's description of his Lambo experience was truly magnificent.

Being the owner of a humble three-cylinder, 1-litre Ford Focus, I can only dream of driving an Aventador, and your magazine helps me keep the dream alive. Between David's narrative and Stephen Hall's pictures, I could almost smell the Pirellis on the French tarmac... As for the fantastic rainbow photo, it would easily have made it to the top-five posters on my childhood bedroom wall.

Well done!

George Tsapogas, Athens, Greece

The thrill of data?

I see that you have launched, with some pride, the **evo** Supertest (issues 240 and 241). Please, no!

The reason? The strapline of this magazine is 'The Thrill of Driving'. The thrill, in my view, is not worked out on an objective scale of performance figures and lap times, with in-depth analysis of build quality and ergonomics. 'Thrill' is an emotional response. It's how a car makes you feel when you look at it, hear it and drive it. Is it fun? Does it excite the senses? Does it make you want to take it out early on a Sunday morning just for the hell of it? This is what I want to read about in **evo** magazine.

Yes, sometimes some numbers may need to be mentioned for completeness, but they should be



LETTER OF THE MONTH

Dressed for success

SO, THE NEW TVR GRIFFITH HAS LANDED

(**evo** 242). After the Nikolai Smolenski debacle, much kudos to Les Edgar and co for reviving this iconic British brand. I really hope this is the start of a long new chapter in TVR's history.

First impressions of the new car? I immediately thought: Subaru BRZ on major steroids. No bad thing there! I love the side-exit exhausts and the epic rear diffuser. The interior is suitably 'TVR', and that centre console has more than a hint of McLaren about it.

If they can produce it, at scale, and with appropriate quality (always TVR's biggest Achilles heel), I reckon they'll have a winner.

Rob Price, Surrey

The Letter of the Month wins an Aviator watch

The writer of this month's star letter receives an Aviator Airacobra P45 Chrono.

Inspired by the pilots' watches of the 1940s, it has a 45mm case, a Swiss-made quartz movement, and SuperLuminova indexes for outstanding legibility.



Peter Jackson
THE JEWELLER



No more speeding tickets.

FREE SPEED TRAP UPDATES

PC & MAC COMPATIBLE

FREE



The new performance standard in speed trap detection.

Advanced GPS speed trap detection combined with outstanding radar and laser performance designed specifically for the UK and Europe. The Skyway range of speed trap detectors will provide advanced warning of all speed traps plus 1000's of locations where mobile speed traps are often used. With no subscription charges or download fees.

Works straight out of the box.

Skyway comes preloaded with our latest speed trap database, so will work straight out of the box, automatically looking for speed traps as soon as you switch it on. Skyway is quick and easy to install and can be transferred easily from vehicle to vehicle.

360 degree licence protection.

Skyway speed trap detectors use the latest 360 degree technology. Our Long Range and Super Long Range platforms provide advance warning of K-Band, X-Band, Ka-Band and Laser speed traps across the UK and Europe.

✓ Preloaded with our latest speed camera data base - works out of the box

✓ Alerts to fixed and mobile speed traps, Average Speed Cameras, Gatso, Truvelo, HADECS3, DS2, Speedcurb, Watchman, Mobile, plus 1000's of High Risk Zones

✓ High sensitivity technology

✓ No download fees

✓ No subscription charges

✓ PC & Mac compatible

**SKYWAY GTX50
LONG RANGE**

Normal RRP £149.99

NOW ONLY

£129.99 inc VAT

SAVE £20

Quote Code **EVO50** when ordering

**SKYWAY PRO GTX60
SUPER LONG RANGE**

Normal RRP £199.99

NOW ONLY

£159.99 inc VAT

SAVE £40

Quote Code **EVO60** when ordering

Order online at www.aguriworld.co.uk
or telephone **0330 102 5578**

aguri

INBOX



a footnote at best. Far better to focus on scoring a car simply for its ability to thrill.

James Bowen, Brighton

Bunch of fives

I am lucky enough to be able to afford the finance on a new car up to £85k, but looking down the Knowledge, the five-star choices are depressingly sparse. My options are: Peugeot 208 GTi by Peugeot Sport, VW Golf R, Ariel Atom or Nomad, several Caterham Sevens, Lotus Exige or Elise, Nissan GT-R, or a Porsche 911 Carrera or (at a push) Carrera S.

Not a single saloon, estate or SUV qualifies. Where are the V8 M5 or V8 RS4 now? It seems that today it is almost impossible to be an *evo*-style enthusiast without having to drive a track-orientated car or at the very least compromise on space.

Richard Ingleby

Only a car which we believe is as close to perfect as you could reasonably expect within its class will be awarded the full five stars. However, there are many, many cars that are still incredibly rewarding to drive but which fall just short of being true greats – look no further than those awarded four or four-and-a-half stars. Even cars rated lower than this will still have their merits.

But if it must be a five-star car, you now have two more options: the new Civic Type R, which earned its final half-star in last month's Supertest, and a saloon in the form of Alfa Romeo's Giulia Quadrifoglio [above], which following longer exposure on our Fast Fleet (not to mention tireless campaigning by

its keeper, editor Gallagher) has now also been elevated to full five-star status. – Inbox Ed

Virtual insanity

Watching a certain advert got me thinking. You know the one: stormy night, rescue at sea – the benefit of the Virtual Cockpit [above]. How can looking down to navigate and to see where you are going be safer than actually looking towards the road ahead? Is changing analogue dials to a digital instrument display really an improvement? Or is it merely overloading the driver with infinite options, readouts and settings?

Please, motor manufacturers, use technology to bring real benefits to the driver and improve road safety. Develop a head-up-display satnav, projected off-centre of the driver, with a 3D setting to please the gadget-minded. Then perhaps overlay the mapping with advanced warnings of known risks – side winds, flooding, adverse cambers, etc. Now that would be useful.

Driver awareness plus advanced preparation equals improved driving. You could also expect fewer collisions, reduced traffic delays, better fuel economy and cheaper insurance.

Start planning that new advert now, Audi.

Andy Wells, Boston, Lincolnshire

Olden wonders

I have found your recent articles debating the future of motorsport (*evo* 240 and 241) particularly interesting. I'm one of the disaffected and I just cannot get excited about Formula E.

Maybe the answer is not in



motorsport's future, but it's past. This year's Goodwood Revival proved this. Today's drivers in yesterday's cars provided incredible wheel-to-wheel racing, heart-stopping moments and real drama, and at a price well below that of many 'modern' events.

I think I'll look to the past for my motorsport fix from now on.

Rob Wiltshire

Green screen?

£38,000 for a Golf, with a claim of 166.2mpg combined (Fast Fleet, **evo** 240)? I will be very interested to see if VW's claim for your Golf GTE long-term [above] stands up when you apply the words 'real world' to it. Somehow I very much doubt it. I feel the wool on its way over our eyes again...

Richard Darsa

The chic of it

I suspect there was a huge dollop of tongue-in-cheek behind Matt Stretch's unkind comments about **evo**'s scruffy road-test erks (Inbox, issue 241). Nevertheless, I'll take issue.

I've never been one to feel that I needed to 'dress the part' when in any of my cars (various Porsches, Astons, Ferraris and M-cars over the years). Indeed, it's good to see normal (I use the term loosely!) guys driving exotica. It makes our dreams seem more achievable – we can't all look like David Gandy.

It's painful enough that we may never aspire to owning all the cars featured in **evo**'s pages without the added reminder that we're not all supermodels!

So keep browsing in those charity shops, guys...

Tony Bailey



Spanish flyer

Richard Meaden asked for suggestions for favourite corners for a potential virtual road-race circuit (column, **evo** 240). My favourite lies in an unspoilt part of Andalusia in Spain.

Take a left off the N-340 west of Tarifa onto the CA-8202. The road climbs and then descends to Bolonia, and about halfway along there is a stunning left-hander: downhill entry to a compression and then a slight climb out.

I lived and worked in Tarifa in '95/'96 and would travel this route to windsurf in Bolonia. At the time my worldly possessions were contained in my red, mid-engined two-seater... with a bed in the back. A Bedford Midi.

I once had a bit of a 'moment' on this particular corner when the right-rear wheel dropped off the tarmac onto the gravel at the shoulder of the road. I managed to wrestle it back onto the tarmac, which triggered an enormous tank-slapper, sending windsurfing equipment and the paraphernalia of a self-built camper van flying from side to side.

I vowed to return one day in a more appropriate vehicle, though maybe your digital version will be a worthy – and safer – substitute.

Brian Wales, Guildford

RTFM

Louis Shaw complains of confusing buttons [above] in his DS 3 Performance and has a little moan at manufacturers (Fast Fleet, **evo** 241). It's simple really, Louis: read the manufacturer's handbook.

Enjoy the magazine, but we don't need pointless moaning.

Sean Hughes, Leeds

TAILORED FINANCE FOR STUNNING CARS



JBR

CAPITAL

Call us now for a competitive quote on **020 3355 0046** or visit our website: **jbrcapital.com**

Finance and terms subject to status.
Advances between £25,000 and £3m.



Official
Finance
Partner

Driven

KIA STINGER GT-S // **MERCEDES-AMG** E63 ESTATE //
ASTON MARTIN VANQUISH ZAGATO //
JAGUAR XJR575 // **FORD** FOCUS RS MOUNTUNE M400 //
VOLVO V40 T5 R-DESIGN POLESTAR



A red Kia Stinger GT-S is shown from a front-three-quarter perspective, driving on a winding asphalt road. The car is in motion, with a blurred background of green trees and a cloudy sky. The road curves to the right, and a white line marks the edge of the pavement.

Kia Stinger GT-S

Put your preconceptions to one side; the rear-wheel-drive, 365bhp, twin-turbo Stinger GT-S is really rather good

Photography by Otis Clay

CAST YOUR EYE OVER KIA'S CURRENT MODEL line-up and you'll find a raft of 'me too' crossovers and cost-conscious small cars that are only really notable for their long warranties – along with driving dynamics that would give Nytol a run for its money as a cure for insomnia. Yet look a little closer and there are clues that Kia's focus could be changing – and changing in a way that gets the likes of you and me sitting up and taking notice.

First there was the surprisingly accomplished Kia Proceed GT warm hatch; then the company delivered its most serious statement of intent by poaching BMW M division's Albert Biermann. That was two years ago now, and since then the German has been working his magic behind the scenes in an effort to give Kia's products a more dynamic edge. Sister firm Hyundai was the first to benefit from his endeavours with the very recent launch of its startlingly good i30 N hot hatch (Driven, *evo* 241), but now it's Kia's turn with its first sports saloon: the Stinger GT-S.

While Herr Biermann might have felt a little out of his comfort zone developing the front-drive Hyundai, he should've been right at home when getting to grips with the Stinger, as just like those M-cars he used to work on it has a big engine at the front driving the rear wheels.

There's no doubting Kia's ambition with the Stinger, which in terms of specification and intent is aimed squarely at some fairly tasty machinery, including the Mercedes-AMG C43, Audi S5 Sportback and BMW 440i Gran Coupe. There will also be milder diesel and petrol versions when the car goes on sale later this year, but it's this flagship GT-S that's of most interest to us. Unlike most markets, the UK is the only country that gets this model in rear-wheel-drive guise only – elsewhere the GT-S is four-wheel drive. It's a decision that seems to send a clear signal that this is a car to be taken seriously, even if Kia's bosses then muddle the message by stressing that the Stinger is really an effortless grand tourer that's capable of some occasional driving fun, rather than an out-and-out sports saloon.

Nonetheless, it's certainly got what it takes on paper to make you think Kia's targets aren't too fanciful. For

instance, nestling under the Stinger's vented bonnet is the 'Lambda II' 3.3-litre V6 that can trace its roots back to the Hyundai Genesis executive saloon. The addition of a pair of turbochargers boosts power to 365bhp, while peak torque is 376lb ft, which is delivered in a flat line from an idle-like 1300rpm all the way to 4500rpm.

Other high-performance hardware includes a locking rear differential, adaptive dampers and a Brembo braking system that packs four-piston calipers and 350mm front discs, though an eight-speed automatic gearbox is the only transmission option.

So, what's it like? Well, given the materials and the personnel involved, you'll not be completely surprised to learn that it's a very good first effort. For a start, it's properly quick: despite tipping the scales at a hefty 1780kg, the Stinger launches from 0 to 62mph in just 4.9 seconds. Yet it's the car's thumping mid-range pace that leaves the biggest impression. With maximum twist on tap from such low revs, there's virtually no turbo lag, the Stinger simply surging forward like it's been, erm,





‘It has that relentless, deep-chested urge normally associated with big-capacity muscle-cars’

stung. It has that relentless, deep-chested urge normally associated with big-capacity muscle-cars.

Of course you can rev the engine out to its 6500rpm red line, but there's really no point, because not only does the Kia feel so effortlessly fast in the mid-range, but the V6's note is rather charmless when extended. There's a sound synthesiser that adds a more gravelly tone when you select Sport (there are also Eco, Smart, Comfort and Sport+ modes), but the sound it delivers is unpleasantly artificial. Best to simply enjoy the low-down thrust and general refinement to make quieter but equally swift progress.

The eight-speed automatic is also a little uneven in its qualities. Left to its own devices, the transmission slurs its shifts with the sort of near-imperceptible smoothness you'd expect from a car emblazoned with GT badges, while twisting the centre console-mounted

driver-mode rotary controller to Sport serves up snappier shifts and a sharper response to the throttle. For ultimate control, the wheel-mounted paddles are the best bet, apart from the fact that there's no option to lock the gearbox in the manual setting – leave the shifters alone for five seconds and the transmission reverts to automatic. It's a frustrating trait for a car aimed at enthusiastic drivers, but one that might make sense if you were developing an easier-going GT car.

Leave the systems in Smart or Comfort mode and it's clear the engineers have got the grand tourer thing nailed. What strikes you first is the ride, which is supple and well-damped, taking everything from big bumps to potholes in its stride. There's an underlying firmness around town, but it never becomes uncomfortable and the excellent dampers manage to round off even the sharpest surface imperfections. The car is quiet, too, with both wind- and road-noise well suppressed, even when cruising at high speeds.

Yet there are clues that the Stinger has a more dynamic alter ego lurking beneath the surface. For starters, the driving position is set surprisingly low, while the major controls have a reassuring meatiness to their weight and

response. The Brembo brakes deserve special mention, for they deliver both confidence-inspiring stopping power and a beautifully progressive pedal action.

Flick the car into Sport and you can feel the extra firmness in the dampers and that more eager response to the throttle. The steering is reasonably quick and the front end responds crisply, with the combination of torque-vectoring and grippy Continental rubber helping the Stinger stay locked on to your chosen line. There's good traction, too, in the dry at least, and despite the Kia's large external dimensions and portly kerb weight it feels remarkably light on its feet through a series of corners.

Perhaps more surprising is just how throttle-adjustable and playful the Stinger can be. Relax the traction control's grip on the rear wheels and you can use all that torque and the limited-slip differential to trim your line. Apply more throttle and you'll have well-telegraphed oversteer on command – at this point you really have to pinch yourself that you're driving a Kia that's more willing to play the hooligan than any BMW this side of an M3.

That said, it's not without its quirks. With so much mass to manage, the suspension

Above: styling marries Audi A7 and S5 proportions with the familiar Kia grille (see previous page), but is nonetheless eye-catching. **Left:** cabin is bold and well-equipped, though materials aren't up to the quality found in the Stinger's German rivals; eight-speed automatic transmission is standard

Below: twin-turbo V6 certainly delivers, with a walloping 376lb ft of torque virtually from idle



struggles to contain body roll, even with the dampers in their stiffest setting. Weight also plays its part in the Kia's on-limit handling, where it can get a little ragged – carry too much speed into a corner and the front end pushes wide sooner than in an Audi S5, while body movements aren't as well-checked as you'd like over mid-corner crests or big compressions. The steering would also benefit from additional work – the electrically assisted set-up is fast enough, with decent weighting, but there's little feel.

The surprisingly capable driving experience is matched by the car's looks and finish. We'll leave it to you to decide whether the exterior's mish-mash of Audi A7, Maserati 3200 GT and Kia Optima is a successful one, but there's no denying it attracts attention. It's a similar story inside, where in this case the bold ambition is slightly undone by materials that aren't up to the same standard as you'll find in the German competition – the leather-look key-fob with

its moulded plastic stitching is a case in point. Still, it's roomy and ridiculously well equipped, with a standard features list that would have BMW owners weeping into their optional extras brochure.

And that brings us to the price. The all-singing and all-dancing GT-S tested here is £40,495, which is a fairly hefty chunk of cash to drop on a large five-door hatchback with a Kia badge, even one that undercuts the usual German suspects by between £4000 and £8000. In fairness, the Kia won't worry these models in the sales charts (the aim is to shift just 1800 Stingers a year in the UK), but that's not what this car is about: it's a shop window for the brand; one that will set the tone for Kia's more mainstream machines. The Stinger GT-S is not perfect yet – there are still some foibles to be ironed out – but as a first attempt at a proper, grown-up drivers' car it's a remarkably impressive achievement.

James Disdale

Specification

Engine

V6, 3342cc, twin-turbo

Power

365bhp @ 6000rpm

Torque

376lb ft @ 1300-4500rpm

0-62mph

4.9sec (claimed)

Top speed

168mph (claimed)

Weight

1780kg (208bhp/ton)

Basic price

£40,495

+ Playful handling, deep-chested performance **-** Engine lacks soul, steering lacks feel

evo rating ★★★★★



YOUR NEXT BUSINESS EVENT, SUCCESS- DRIVEN.

The Racing School of Autódromo Internacional Algarve serves all kinds of audiences, with premium equipments and custom services, such as transfer, catering and accommodation. Giving your event green light to have fun and get results.

OFFROAD



KARTS



RACING
SCHOOL



SUPPORTED BY PORTUGAL AND EUROPEAN UNION

www.autodromodoalgarve.com

www.aia.pt | (+351) 282 405 600 | info@autodromodoalgarve.com



Aston Martin Vanquish Zagato

Zagatos are rarer and more exotic than regular Astons, but they also tend to be real drivers' cars. This is no exception

Photography by Andy Morgan

WHEN THE SALUBRIOUS BUT somewhat static surroundings of a concours d'élégance are chosen for the world premiere of a new car, it is easy to jump to conclusions. In the same way that you don't look to the catwalks of Milan when considering which pair of walking boots will

best deliver you to the top of Snowdon, it would be easy to dismiss a car with the sensational styling of the Vanquish Zagato as probably being a bit rubbish for a run up the Llanberis Pass.

Zagatos, however, should never be discounted quite so quickly. Many of the company's early cars had racing at their heart,

and indeed the almost-trademark 'double bubble' roof was born from the necessity of fitting helmeted driver and co-driver into the confines of small Italian competition cars. Closer to home, the iconic DB4 GT Zagato was much more than just a styling exercise. Lighter, more aerodynamic and more powerful than the standard car, it heightened the performance as well as the panache.

So no one should be surprised to hear that the Vanquish Zagato is a fantastic car to drive as well as to coo over. Of course, it is built on a very good base, given that it is essentially a Vanquish S underneath, but nonetheless it is very pleasing to find that it is such a deeply enjoyable experience being behind the wheel. This is not a discovery that creeps up on you slowly either. From the first meandering mile, this is a car that delivers all the sensations that we instinctively look for.



'From the first mile, it delivers all the sensations we instinctively look for'

couple of slightly quirky ones) but the rear three-quarter view is one I could gaze at for hours. Look closely and you'll notice the lack of split lines in the bodywork, with a terrifyingly large one-piece carbonfibre clamshell making up the rear of the car. The way the afterburner lights appear to have almost melted away the sharp shapes of the skin around them is endlessly fascinating. At the front, the bonnet dips into the characteristic, slightly bulbous nose, while the windscreen and side glass are a curious mix of wraparound curviness and abrupt, almost awkward angles. Overall it may not be to all tastes, but what's undeniable is that it works to dramatic effect.

Inside, this particular car – number 16 of just 99 coupes built – has been treated to some extra stitching in the headlining, the Z motif matching that sewn onto the seats. I'm glad that it's been specced without the slightly gaudy gold exterior highlights of the optional Villa d'Este pack though. There are a few hints of gold on the switchgear, but they are subtle enough to be acceptable.

The Vanquish Zagato has a list price of around £525,000 – admittedly a lot of money for a car that drives largely the same as the regular, £199,950 Vanquish S – and some reports say they've already doubled in value due to its sold-out status. As you can tell from the photos, I drove this car at night. I also drove it on roads that I didn't know. At least it wasn't raining but, all things considered, it wasn't the sort of situation to be rolling up sleeves and exploring limits. Yet, that's just what I found myself being drawn into doing.

With all the right sensations oozing out of the square-sided steering wheel and the front-mid-engined layout inspiring instinctive confidence, it just felt like the sort of car that wanted to be driven harder and harder. There was no threshold of uncertainty to overcome, no step into the unknown to make, it just felt wonderfully balanced and natural. It also seemed much smaller than any other Vanquish I've driven, the long bonnet easier

The ride is firm but not frantic (providing you keep the adaptive dampers away from Race mode) and combined with steering that is beautifully well-weighted and responsive, so that it seems alive even around the straight-ahead, the car communicates at all speeds. This in turn gives you confidence, as you feel instinctively in touch with how the weight is shifting and the balance altering. It's almost as though the suspension has all been rose-jointed, such is the sense of connection with how the sidewalls of the tyres are loading up.

While the suspension is slightly firmer than that of a Vanquish S, the engine is identical, the all-alloy, quad-cam, 5.9-litre V12 pushing out 595bhp and 465lb ft of torque. It feels more than ample, though, and the sound from this naturally aspirated engine is gloriously raucous. In the same way that the suspension is probably just a touch too firm to

be signed-off on a regular production Aston, so the exhaust is nicely louder than the factory would get away with in normal circumstances. Perfect, in other words.

If there is one part of the package that doesn't quite live up to the rest, it's the Touchtronic III eight-speed auto. It's not bad and it doesn't blight the experience by any means, but it just takes a while to adjust to the shifts, which lack the snap and smoothness (depending on the situation) of the best.

Of course, the Zagato's striking looks can't be ignored, and the thrill of driving around in something that pleases you when you first walk up to it is undeniable. A Ssangyong Turismo could be the greatest drivers' car ever produced, but it wouldn't make your heart skip a beat in anything other than mildly startled revulsion when you opened the garage door.

The Zagato has many good angles (and a

Below: 'bladed' LED tail lights are one of the Vanquish Zagato's most distinctive features; you can just catch the signature 'double bubble' roof-line here, too



to place when threading down a hedge-lined lane or jinking through the small chicane of a roundabout. Lights ablaze, V12 louder because of the stillness of the night, it made me think that a Vanquish Zagato really ought to find its way onto the grid of some sort of endurance race. It would be fitting for such a car.

Someone told me the other day that – much to their amazement – they had now seen three Vanquish Zagatos on the road. The model would indeed seem ripe for seclusion in the sterile surroundings of speculative car collections. But after my own time behind the wheel of one, I can see why they are being used so much, why this one has already seen switchbacks in Switzerland. They're too good to salt away. I shall look at concours launches with renewed hope in future. Even if I don't expect to see too much Versace on the Eiger.

Henry Catchpole (@HenryCatchpole)

Specification

Engine	Power	Torque	0-62mph	Top speed	Weight	Basic price
V12, 5935cc	595bhp @ 7000rpm	465lb ft @ 5500rpm	3.5sec (claimed)	201mph (claimed)	1739kg (348bhp/ton)	£525,000

+ As compelling to drive as it is to look at **-** Many will hardly be driven at all

evo rating ★★★★★



TAKE YOUR PORSCHE TO THE NEXT LEVEL

Enter a new dimension with the Akrapović Slip-On Line for the Porsche 911 Carrera /S/4/4S/GTS (991.2). Top-notch design, noticeable performance upgrade, and a truly captivating sound reflect the Akrapović's uncompromising quality and provide a superb driving experience. Such a small change, yet such a huge difference – that's the power of Akrapović exquisite craftsmanship.



Porsche 911 Carrera /S/4/4S/GTS (991.2) / Slip-On Line
+ 10.3 kW / 4300 rpm, + 31.7 Nm / 4350 rpm, - 4.4 kg (- 35.7 %)

Jaguar XJR575

It'll never sell in big numbers and its looks still divide opinion, but the most powerful XJ to date is an absolute riot to drive

Photography by Aston Parrott

JAGUAR HAS UPDATED THE XJ FOR the 2018 model year. I know, that's probably not the most exciting thing you've read this week, today, or even in the past hour – unless you run a limo firm or, typically, you're of advancing age and have owned big Jags for years. Sadly, big saloons just aren't big business in Europe, apart from the Mercedes S-class, and the current, ageing X351-generation Jaguar hasn't been able to reverse that declining market trend. Nevertheless, these reworked XJs gain the latest infotainment systems (much improved in 10-inch 'Touch Pro' form) and other minor updates to keep them fresh.

And then there's this car, the new range-topping XJR575, which is equipped with a 567bhp (575 PS, hence the name) supercharged V8 and a subtly more muscled body with a lower front air dam, revised rear spoiler, new side sills and either gloss black or dark grey 20-inch wheels. Inside, 575s gain diamond stitching and adjustable bolsters

for the chunky sports seats, a deep swathe of glossy carbonfibre running through the dashboard, and rather crass red '575' logos on the backrests of each front pew and in the centre of the Riva Hoop – the feature that wraps around the top of the dash and into the doors. Overall, the effect inside and out is a bit 'footballer' for my tastes, although I've never really 'got' the current XJ's styling anyway, so that could be just me.

The XJ may be fundamentally a limo, but

once you've shut the 575's driver's door behind you, that's all but forgotten. The wonderfully cosy but contemporary cabin remains easily Jaguar's finest interior to date, not just in terms of perceived quality – okay, so it should at £93,710 – but also in terms of design, which eight years on is still pleasingly like nothing else in both its architecture and detailing. With an excellent driving position and a fabulous dished and thin-rimmed leather steering wheel, the right tone is set even before the start button is pressed.

Ahead of the driver lies one of the best installations of Jaguar's venerable 5-litre V8, its 516lb ft of torque dismissing with disdain the 575's considerable heft. In its Normal setting the V8 is as demure as the rest of the car, whirring creamily as it no more than suggests with quiet but sinister persuasion that the car's bulk gets a move on. Select Sport and it discovers a gloriously metallic bent-eight



Below and above: Jaguar has added muscle to the XJR's body – and some dubious logos to the front seats – but the cabin remains a wonderful place to spend time. **Left:** the supercharged V8's tyre-dissolving ability has never been greater



'If you harbour loutish inclinations, you won't get many miles from a set of rears'



baritone, but without the naff, ECU-induced burbles and overwrought exhaust blare of an F-type. It's properly fast, too, with 0-62mph dispatched in 4.4sec and an ultimate velocity of 186mph. The usual eight-speed torque converter auto is finely calibrated: reserved in Normal, energetic in Sport, but most of all crisp in paddle-activated manual mode, which is where I find myself most of the time. The brakes deserve a mention, too, for their heroic stamina in the face of serious provocation and mass momentum.

Thankfully, that's about as far as selecting driving modes goes in the relatively straightforward 575. Although the 'traction off' button, too, is well worth a press. And yes, I know, that seems ludicrous in a car such as this, but then the 575 just doesn't drive like a 5130mm-long limousine.

Certainly, the cabin's isolation from engine,

road and wind noise are all superb, which means it eats motorway miles with aplomb. And granted, while modern XJs don't ride with the same elasticity as those from previous decades, it's still a very comfortable way to travel – and, of course, the trade-off is a dynamic sharpness that is virtually unmatched in this class.

The main weapon in the 575's armoury is the ability to comprehensively shrink around the driver. Although XJs received an electro-mechanical steering rack instead of the previous hydraulic one back in 2015, it still feels very precise, natural and well-weighted. Rather than pile on the tech to make a big car do things it really shouldn't be able to do, the 575 relies on a more traditional recipe of feedback, chassis balance and depth of character to not only entertain, but to draw you relentlessly into the experience. It's relatively easy to get to

the stage where you've such confidence in the car that you're starting to purposely exceed the limits of the rear tyres: if you harbour any loutish inclinations at all, you won't get many miles from a set of rears in an XJR575. Absurd, yes, but true.

As you can probably tell, I pretty much loved every minute behind the wheel: silken and luxurious one moment; rumbly, riotous and amusingly broadside the next, it's a car of real warmth and genuine sporting spirit. It's just a shame it's delivered in a package that's out of fashion and not terribly practical, certainly for the well-heeled 40-somethings with a family who presumably buy high-performance SUVs instead. If only Jaguar could distil everything that's right about the 575 into a more practical Panamera Sport Turismo-style wagon, or a glamorous 2+2 coupe. We can but dream.

Adam Towler (@Adam Towler)

Specification

Engine	Power	Torque	0-62mph	Top speed	Weight	Basic price
V8, 5000cc, supercharged	567bhp @ 6250-6500rpm	516lbft @ 3500-4500rpm	4.4sec (claimed)	186mph (claimed)	1875kg (307bhp/ton)	£93,710

+ Big performance, fantastic fun to drive, refinement - Looks not to all tastes, likely depreciation

evo rating ★★★★★

Mercedes-AMG E63 4Matic+ Estate

The entry-level E63 estate combines massive performance with a broader blend of talents

Photography by Adam Shorrock



UNLESS YOU ARE A MERCEDES aficionado, you could easily be forgiven for thinking that this E63 is little more than a warmed-over E-class estate. Not much about its exterior shouts '563bhp and 553lb ft of torque', and you'd certainly never guess it was capable of 0 to 62mph in 3.6sec. Its swollen bodywork and quad exhaust tips add only a hint of menace, while its 19in wheels look unassuming in their arches. With few clues given inside, either, there's not a lot here that really shouts 'performance estate' in the modern sense.

Even the S version, for which you'd have to fork out the extra £9360, is only slightly more overt, with 20in Y-spoke alloys and shell-backed AMG bucket seats, but there are big differences to be found under the skin. In the non-S model the peak outputs of the 4-litre 'hot-V' twin-turbocharged V8 are

down by 40bhp and 74lb ft – but remain far from insubstantial, of course – and while both cars have four-wheel drive, the regular E63 doesn't have the Drift Mode that completely disengages the front axle. Nor does it have active engine mounts or an electronically controlled limited-slip differential, making do with a mechanical locking diff instead. Both models do use the same air suspension and adaptive damper combination, however, as well as a nine-speed automatic gearbox that uses a set of wet clutches rather than a torque converter.

Any impression of being hard-done-by in the cheaper, non-S E63 simply evaporates as soon as the V8 gurgles into life. The noise is deep and, until you put the exhaust into its more antisocial mode, smooth with it, revving crisply right to the V8's 7000rpm limit. With the £1000 performance exhaust option fitted,

the E63 finds a more typical AMG voice when the sportier driving modes are selected, one that adds pulsating thuds as you accelerate and plenty of pops and rumbles every time you back off the throttle.

The E63 is devastatingly fast, despite its power deficit compared with its more potent brother. A squeeze of the throttle always has a significant effect, whatever the speed, while the four-wheel drive generates terrific traction. You really feel the drivetrain's benefits when launching from a standstill: even in wet weather the E63 springs forward in an explosive manner.

Even better, the system never seems to intervene unnecessarily, allowing plenty of adjustability to the driving experience. Introduce the throttle mid-corner and the V8 responds instantly, the rear end reacting with the same alertness, the mechanical locking

Specification

Engine	Power	Torque	0-62mph	Top speed	Weight	Basic price
V8, 3982cc, twin-turbo	563bhp @ 5750-6500rpm	553lb ft @ 2250-5000rpm	3.6sec (claimed)	155mph (limited)	1985kg (288bhp/ton)	£81,130

+ Fast, fun and involving in a discreet package - Could be too discreet for some

evo rating ★★★★★

‘It’s devastatingly fast. A squeeze of the throttle always has a significant effect, whatever the speed’

differential giving nothing to the trick e-diff of the E63 S on the road. Initially, it feels like a purely rear-wheel-drive set-up, the angle of the car changing proportionally with every squeeze of the throttle. Prod the pedal more enthusiastically and the rear tyres relinquish their grip and the back end breaks away sharply into a slide.

It’s quite abrupt when it loses grip, but the steering ratio is well-matched to the car’s breakaway and it’s easy to respond with the correct lock. It’s then that you feel the four-wheel-drive system activate, helping to guide the car straight. Indeed, it’s so well-judged and helpful, rather than oppressive and domineering, that, on the road at least, you never find yourself pining for the S version’s Drift Mode.

If there’s a weakness to the overall package, it’s a remoteness from the front end of the car: the electric power steering and air suspension offer very little in the way of meaningful feedback. The S’s bigger wheels mitigate this flaw marginally, but the 20in wheels have a detrimental effect on the way the S rides, an underlying brittleness giving the impression that the tyres are pumped up to 50 psi.

One advantage of the huge power and torque of this engine is that the extra weight of the estate body compared with the saloon (110kg) isn’t noticeable when accelerating, while the chassis copes admirably with the additional mass through the corners. You can sense that the estate’s bodysheet isn’t quite as stiff as the saloon’s, though, as there’s a very slight quiver from the rear over bumps when the harsher damper settings are selected. It’s a minor trade-off for the extra practicality on offer and the sheer shock value of so much performance residing in an estate car package.

Overall, rather than being just a less powerful, inferior version of the S, the basic E63 offers a more subtle and well-rounded spread of talents without sacrificing much in the way of real-world performance or enjoyment. It’s the smart choice.

Will Beaumont (@WillBeaumont)



Left and top: discreet looks, vast load area and comfy seats give the E63 something of a Q-car aura. **Below:** four-wheel drive provides huge traction, but also no little enjoyment



Ford Focus RS Mountune M400

Latest upgrade from the Ford-approved tuner delivers an RS3-baiting 395bhp. Hold on tight...

Photography by Pete Gibson

THERE ARE MANY WORDS YOU CAN use to describe the Focus RS, but 'slow' isn't one of them. Yet drive one hard and it's difficult to ignore the nagging feeling that the four-wheel-drive chassis could handle more power. A lot more power. This fact hasn't been lost on an ever-increasing number of tuning firms, not least Mountune, the only aftermarket operation with an official Ford stamp of approval.

The Essex-based outfit has already tickled the Focus's 345bhp turbocharged 2.3-litre engine to deliver its M375 and M380 kits, which up power to 370bhp and 375bhp respectively. Yet the four-cylinder EcoBoost unit is capable of delivering even more, so now there's an M400 version, which pushes power up to an Audi RS3-baiting 395bhp, while torque swells from 347lb ft as standard to 413lb ft.

The modifications needed to achieve these increases are fairly straightforward and include a high-flow induction kit and charge pipe, a larger intercooler and an uprated recirculation valve. To this little lot is added a 3-inch downpipe, a 200-cell sports catalyst and a freer-breathing cat-back exhaust. Finally, the firm's mTune handset gives owners access to various performance data streams, a custom gauge display and a fault code reader. It also allows greater optimisation of the exhaust valve, so it can open over a wider rev-band for what's claimed to be more a more 'authentic' sound. The parts come in at £3495 – and you'll need to set aside a little extra for fitting.

Our test car also showcases a couple of extra modifications, the most intriguing of which is a 'sport' spring set. Costing just £199, this lowers the car by 10mm at the

front and 15mm at the rear, yet also promises to improve the RS's rigid ride. Other extras include lightweight two-piece front brake disc and bell assemblies (£735), high performance pads (£135 front and £99 rear), and OZ Leggera alloys (£1520) that are 2.8kg per corner lighter than the standard RS wheels. So are all these upgrades worth worrying your wallet for?

Prod the Ford's starter button and the deeper burble from the twin-exit exhausts hints at the M400's greater performance potential. Yet the idle is rock-steady and the M400 pulls away from standstill as cleanly and smoothly as an unmodified RS – this is a tuned engine with some manners. Squeeze the throttle harder and the Focus pulls with real intent, even from low revs, where the standard car can feel a little lethargic as it overcomes the RS's 1547kg kerb weight. Yet it's at the top



end that the changes are most noticeable: above 4500rpm, progress turns from vigorous to vivid as the needle on the rev-counter lunges for the red line. Mountune claims 4.2sec to 60mph – 0.7sec quicker than we recorded with the standard car last month.

It sounds the part, too, in a raw and raucous sort of way. You'd struggle to call the exhaust note musical, but the low-rev gurgle gives way to a deep rasp as you work the engine harder. Better still, the tweaks to the exhaust valve result in more natural pops, cracks and bangs on the overrun – they occur in a more random fashion and at lower speeds, conjuring images of a Word Rally Car in full anti-lag mode.

The extra urge from the engine amplifies the Ford's already-entertaining handling characteristics. Accelerate hard on a bumpy straight and the nose writhes around even more aggressively, the wheel bucking in your hands as the four-wheel-drive system shuffles torque in an effort to deliver maximum traction. It's not sophisticated, but it's fully in keeping with the Ford's more direct approach.

Turn into a corner and there's the same quick steering and terrific front-end bite, but at the exit the motor's more muscular mid-range delivery makes it easier to edge the rear out under power, particularly in the Sport and Race settings. It never feels wayward, but this



opportunity to more frequently access the Ford's rear-drive attitude makes the RS more engaging on a favourite road.

And what about the other tweaks? The spring kit is well worth considering. It only drops the ride height a little (any lower and the adaptive dampers need considerable recalibration), but it delivers a far less choppy ride without compromising the sharp handling. It's still firm at low speed, but there are far fewer of the spiky vertical movements that make the standard car a bit of a chore on the daily grind. The brakes are harder to

recommend without trying them on a circuit. Stopping power and pedal progression are both excellent on the road, but you can also say that about Ford's Brembo set-up.

Stick to the engine and suspension upgrades, though, and you'll get a car that's almost as quick as an Audi RS3 yet more entertaining and around £10,000 less. And while tuned fast Fords won't be to all tastes, the increases in performance and entertainment make the M400 upgrade something of a no-brainer.

James Disdale



Above: package majors on freer breathing; compared with standard, it unleashes an extra 50bhp and 66lb ft at a cost of £3495 plus fitting.

Right: test car also sports OZ wheels, lower suspension and a brake upgrade



Specification

Engine	Power	Torque	0-60mph	Top speed	Weight	Price as tested
In-line 4-cyl, 2261cc, turbo	395bhp @ 6000rpm	413lb ft @ 3500rpm	4.2sec (claimed)	170mph (est)	1547kg (259bhp/ton)	£38,452

+ Delivers even more of what we love about the RS; spring kit is well worth investigating, too **-** Subtle it ain't

evo rating ★★★★★

5 TIMES A WINNER



MICHELIN PILOT SPORT 4 FROM MIND TO ROAD INSTANTLY.

Get ready for journeys of sheer driving pleasure,
with tyres that instinctively translate your decisions
onto the road.

www.michelin.co.uk





Volvo V40 T5 R-Design Polestar

Polestar Performance Pack doesn't quite deliver on its promise

Photography by Aston Parrott

FEW FIRMS HAVE CAUSED US AS much head-scratching in recent years as Volvo. For decades the Swedish brand has been trying to shake off its sensible and ever-so-slightly staid image with forays into motorsport, highlights including the boxy BTCC 850 Estates of 1994 and the bellowing S60 V8 Supercars in Australia from 2014 until last year. Yet look at Volvo's current road-car line-up and you'd never guess it had enjoyed much on-track success. There's the usual mix of fashionable SUVs and plug-in hybrids, but nothing that's likely to get your throttle foot twitching.

However, dig a little deeper into the price lists and you'll stumble across the name Polestar. The Swedish tuning firm has been behind most of Volvo's racers for the past 20 years, but in 2013 it launched its first production cars in the form of the S60 saloon and V60 estate. Then in 2015 Volvo took control and brought Polestar in-house with a view to delivering a range of bespoke high-performance hybrid and electric vehicles (you can read more about this venture on p68). In the meantime, there's an ever-increasing list of go-faster bits for current Volvos, and the latest

addition to the portfolio is the £4725 Polestar Performance Pack for the V40 T5 hatchback.

So what do you get for your extra outlay? Under the bonnet there's a new intake kit and air filter, plus a freer-flowing stainless steel exhaust. This combination boosts power by 8bhp to 250bhp and torque from 258lb ft to 295lb ft. Performance gains are modest, with 0-62mph completed a tenth sooner in 6.2sec.

External changes are subtle but include attractive 19in Polestar alloys, which do a good job of filling the V40's arches, while Polestar's spring and damper kit is 10mm lower and 20 per cent stiffer than the standard R-Design suspension. It's all rather promising.

So it's a shame you can't really hear the revised exhaust from the driver's seat. There's a distant burble at idle, but once moving the Volvo's droning and characterless four-cylinder dominates, which is frustrating because from the outside the twin tailpipes emit a pleasantly sporty rasp. The increased performance is equally hard to detect. There's strong shove above 2800rpm, but none of the eager throttle response that marks out a VW Golf GTI or Peugeot 308 GTi.

The suspension modifications are more

successful. Get past the firmness at low speed and the V40 rides with more control and compliance than the standard R – although severe potholes can send a crash through the cabin. Body roll is also reasonably well contained, and there's tenacious grip.

Unfortunately the steering remains bereft of feedback and is slow, denying the car the sort of agility you'd expect from a hot hatch. There's also some torque-steer out of slower bends – the Volvo feels most at home through fast sweepers, where it's planted and poised. Another inherited V40 weakness is the eight-speed auto, which is smooth enough but responds to the paddles with lazy and slurred CVT-like shifts. Other V40 demerits include the over-servoed brakes, a hellishly confusing infotainment system and a boot that's smaller than that of most superminis.

Add the Performance Pack to a standard (£31,285) V40 T5 R-Design and the price rises to £36,010, which is a lot of cash – a five-door DSG Golf R is more than a grand less. On that basis, the flawed Polestar looks certain to remain an exclusive, expensive and head-scratching hot hatch curio.

James Disdale

Specification

Engine	Power	Torque	0-62mph	Top speed	Weight	Basic price
In-line 4-cyl, 1969cc, turbo	250bhp @ 5500rpm	295lb ft @ 2000rpm	6.2sec (claimed)	149mph (claimed)	1507kg (169bhp/ton)	£36,010

+ Retuned suspension provides greater control
 - Performance gains hard to detect; rivals offer more for less

evo rating ★★★★★



RICHARD MEADEN

Could recent changes to cars and roads be causing driving standards to decline?

FROM THE MOMENT I PASSED MY TEST I felt that my driving licence would be a passport to adventure. Admittedly for the first handful of years these 'adventures' were really just exploring local roads, but as life changed and I started working as a motoring journalist, that long-held belief very much came to be.

Since that day of days in the summer of 1988 I've driven all kinds of cars in all kinds of places. Of course this includes regularly exploring the UK and charging through most of Europe, but I've also driven Scandinavia and hooned around frozen lakes in the Arctic Circle and rallied a Porsche Cayenne from Moscow to Mongolia. I've taken a Ferrari along remote sections of the Silk Road in north-western China, pinned the throttle of a Holden Monaro from the heart of the Australian Outback to Darwin on the tropical north coast, and explored Abu Dhabi in a McLaren P1. No two journeys the same, no two countries sharing the same motoring vibe.

Driving overseas is a real education, for the roads are a reflection of the people who use them. Driving in France used to be a delight, because the smooth autoroutes were so fast and free-flowing, and took the burden from the glorious N roads, which offered a different kind of delight. Italy was always a more highly strung experience. Something akin to good-natured racing, without the need for Nomex clothing or a crash helmet. Germany meant order on the minor roads, but opportunities for intense and often sustained runs at very high speed on the Autobahnen.

China? Chaotic, random and all a bit scary. Scandinavia? Sensible and heavily speed-limited in the more southerly areas, but a noticeable increase in pace coupled with hugely impressive skill and feel for treacherous conditions as you headed towards the Arctic Circle. Russia? Gruff, aggressive and crashy. The YouTube dashcam footage doesn't exaggerate!

It's been a while since I've driven in far-flung places, but so far as Europe is concerned I've noticed a marked dilution of the indigenous driving traits that mark each country as clearly as the border signs. France has been ruined by gendarmes hiding behind every shrub and bridge parapet. The autoroutes are still magnificently empty, but I now find them lethally soporific. Likewise the fight seems to have gone out of many Italians. Yes,

they still like to grumpily honk their horns at the drop of a hat when you go door-to-door in traffic, but the autostradas are pale imitations of their former wild and mildly anarchic selves. Gone are the days when driving a Ferrari or Lamborghini along the A1 would have you mobbed by a flotilla of assorted Fiats, Alfas and other regular traffic, speeds rising until finally you'd leave them in your wake – only to be surrounded again by beaming faces and appreciative waves at the merest hint of backing-off the throttle.

Germany remains a stronghold of speed, but opportunities to stick your left-hand indicator on and crank whatever you're in up as fast as it will go are being eroded by the year, either by the creeping scourge of new speed limits or sheer weight of traffic. Sadly the steadfast lane discipline on which those once-

prevalent limit-free stretches depended is beginning to wane as speed limits spread and concentration levels drop.

As for the UK, there was a time when wherever I'd been travelling, coming home felt like I was returning to a nation of drivers. Now I'd say general driving standards are pretty woeful. Not as bad as Belgium, but not far off.

Unfortunately the sad truth is we seem to be descending into an increasingly dystopian driving environment. One in which car makers are hellbent on weaning

us off input and engagement via a de-skilling drip-drip-drip of semi-autonomous driving aids. Meanwhile legislators and law makers around the world embrace average speed cameras that further disengage us from the vital task in hand. Is it any wonder many drivers find scanning their phones more compelling than looking through the windscreen?

Fully autonomous technology will doubtless save lives as and when (if?) it's introduced, just as seat belts, crumple zones, ABS and traction control did in the not-so-distant past. Until then, those of us who still regard driving as a skill and something to enjoy are being left to fend for ourselves.

The direct effects of this dumbing-down can be seen whenever you hit the road. What depresses me further is it also appears to be taking the once colourful tapestry of divergent European driving styles and slowly homogenising them into one miserable, moronic morass of badly driven metal. Statistics will doubtless say the roads are getting safer, but it's sad that we seem to be losing so much of ourselves in the process.

'We seem to be descending into an increasingly dystopian driving environment'

@DickieMeaden

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

6 DECEMBER 2017 • SOTHEBY'S • NEW YORK, NY

ICONS

AN OFFERING OF HISTORY'S MOST ICONIC AUTOMOBILES



2000 BMW Z8

Formerly owned by Steve Jobs

Chassis no. 60085



Sotheby's

www.rmsothebys.com

Car collectors gather here.

UK +44 (0) 20 7851 7070 CORPORATE +1 519 352 4575 FRANCE +33 (0) 1 76 75 32 93



RICHARD PORTER

Porter's young son is really getting into cars. There's just one little problem

PEDANTRY IS AN AWFUL BURDEN, ISN'T IT? Bristling at apostrophe misuse and 'less' where it should say 'fewer'. Hearing Americans claim they 'could care less' and fighting the urge to point out that this implies a leeway at odds with the point they're making. Grinding your teeth as someone says 'Robin Reliant' and trying not to shout: 'It's not Fiesta frigging Ford now, is it?' Part of being a normal, functioning human and not a tedious bore of the kind that infests the internet is suppressing these pedantic urges in polite company. But what about when you're with your own flesh and blood? Specifically, is it okay to repeatedly correct a three-year-old's pronunciation of 'Porsche'?

I didn't force my boy to be interested in cars. Having interests is all well and good, but it's never nice to thrust them upon your children. Otherwise you'll find yourself barking furiously at an eight-year-old: 'Yes, you DO like cycling, Jamie. Now come on! Mont Ventoux won't ascend itself.' Besides, one day they'll become a teenager and their natural rebellion will manifest itself in a burning pile of tennis racquets/light opera scores/medieval re-enactment clothes at the bottom of the garden.

The best thing you can do with your kids is let them find their own interests. And that's what I intended to do with my son. I like cars, but I wasn't going to railroad him into sharing that interest. Especially if he was more interested in actual railroads. The trouble is, when you have a boy-child, people insist on buying them boy-ish presents, and that includes toy cars. Lots of toy cars. The real car industry makes about 90 million vehicles a year. The toy car industry has managed to get that number into our living room alone. Some of these are cheapo cracker-fillers with wonky wheels and styling designed to avoid the wrath of copyright lawyers. Others are surprisingly detailed facsimiles of things we know. We've got tons of both. There's no stopping it now; my boy is obsessed with cars.

Even so, I tried to resist schooling him on the names of each and every recognisable model in case it looked like I was forcing my child into sharing my interests. Sadly, I cracked, and the tipping point was a McLaren P1. It came in a Hot Wheels set and it's a lovely little thing, right down to the slightly larger tyres on the back and the zingy yellow paint. My son called it 'the racing car' until one day I was compelled to fill in some detail. It's a

McLaren, I said earnestly. 'Yes!' he shouted. 'A Claren!' No, a McLaren. 'Claren!' he cried. No, erm...

Shortly afterwards, I took him along to the Goodwood Festival of Speed. 'Is that a Claren?' No, it's a Ferrari. Also, son, it's... 'Is that a Claren?' No, that's a Lamborghini, but also the name of the car you're talking about is... 'Is *that* a Claren?' No, that's... oh wait, yes, that *is* a McLaren. *Mc*-Laren. It's pronounced... 'YES! CLAREN!'

Then, while this correction was still a work in progress, another thing happened. I think I was out or away with work. Anyway, when I came back, my first-born child had something to tell me. 'Look daddy,' he said, waving around a little metal 911. 'It's a Porsh!' No, son, it's Por-shuh. 'Look! Porsh!' My wife, sensing the

simmering well of pedantic bile poised to rise up in my throat, laughed to herself. My wife is American. Like a lot of her country people, she believes the name of Stuttgart's leading sports car maker to be a one-syllable word and could/couldn't care less about my objections. This is *your* fault, I hissed. As *evo* contributor Henry Catchpole once quietly observed upon hearing of some other piece of ghastly pedantry on my part: 'Sorry, but how are you still married?'

With these well-spoken words from the hirsute helmswright suddenly coming back to me, I let the boy's missing 'uh' go unremarked. I tell myself it's best not to get too hung up on this stuff. I'll just keep saying it the correct way and hopefully he'll pick it up. And maybe the same technique will work with McLaren. You could argue that it's more important to, for example, get him to understand that the imperfect form of 'run' isn't 'runned'. But if he's going to be interested in cars, we've got to nail those basics, too. I just need to play the long game, all the while employing the same self-restraint required when I receive an email from someone who believes the plural of Volkswagen is VW's. Breathe deeply. Keep a lid on it. Don't give away what a pedantic bore I really am.

Besides, we have more important things to worry about at the moment. Like our daughter, who was born in August, once again filling us with the fear and wonder that only comes from becoming responsible for a tiny, helpless human being. And as I gently soothe her to sleep of an evening, I whisper to her in soft paternal tones: 'It's Porsche, my love. Por-shuh...'

'Best not to get too hung up. I'll just keep saying it the correct way and hopefully he'll pick it up'

 @sniffpetrol

Richard is *evo*'s longest-serving columnist and the script editor on *The Grand Tour*

ARIZONA BILTMORE RESORT & SPA

ARIZONA

18 - 19 JANUARY 2018

REGISTER TO BID



1964 Ferrari 250 GT/L Berlinetta Lusso
Coachwork by Scaglietti; Chassis no. 5537 GT

A CENTURY OF SPORTS CARS



Sotheby's

www.rmsothebys.com

Car collectors gather here.

UK +44 (0) 20 7851 7070

CORPORATE +1 519 352 4575

FRANCE +33 (0) 1 76 75 32 93



TED KRAVITZ

Televising the drivers' briefing is helping to reveal what they're really like

THAT NICO ROSBERG – WHAT A NICE CHAP. I suppose that having achieved your life's ambition and retired, aged 31, financially secure for the rest of your days, you can afford to be easy-going, but Rosberg takes self-confidence to a new level. Even a flood of messages on Twitter asking him to stop saying 'for sure' quite so much while guesting for us on Sky was handled with equanimity. Being ridiculed on a public forum during one's debut TV punditry performance would have reduced anyone else to a gibbering wreck. But Nico? For sure, not.

Later that evening, Nico, his colleague Stephen and I whiled away the three hours from Suzuka to Osaka Kansai airport in an Outlander PHEV with little chats about lots of different topics. Typically for a racing driver whose brain has been accustomed to processing information at speed, Rosberg has a short attention span and gets bored quickly, so conversation works best if you flit from subject to subject.

We went from TV ratings to Ferrari, from family to flights. But what did hold Nico's attention was my answer to his question about favourite drivers. 'Apart from Senna? Alexander Wurz,' I said. (The lanky Austrian drove for Benetton, McLaren and Williams before his F1 career fizzled out in 2007.) 'Really?' said Nico. 'Why?' 'Well, because he was the only driver in my time working in F1 that I really identified with. We're the same age and while he was very thoughtful about race strategy, set-up and tactics, he often surprised me with his breadth of intelligence and knowledge about other things.' 'Oh,' said Nico. And then, after a pause: 'What about current drivers?' I explained that there were things I liked and admired about all of them, but there wasn't really one in particular who was my favourite. 'I honestly don't care who wins and who doesn't.'

'Yes, but...' he countered, 'you must have a view on who the current drivers are as people.' We discussed how Lewis Hamilton is an awesome driver but can be a little awkward and distant, especially if he's in a bad mood. How Nico Hulkenberg is smart and quick, but can be a difficult little blighter when he feels like it, and how Daniel Ricciardo is just lovely and adored by everyone he comes into contact with.

Racing drivers are people, like the rest of us, but how much of what we see is real? They're heroes to many because they

have skills the rest of us don't and are expected to perform to their maximum potential, under intense pressure and scrutiny, every other Sunday afternoon. And that, Rosberg observed, is tough. 'It's really hard. People don't realise how difficult it is to be perfect, to be on top of your game, week after week. And how if you make one little mistake, whether it's a crash or a spin or not qualifying on pole or a race where you're even the slightest bit off-form, everyone asks why you're suddenly useless.'

At that point the Mitsubishi fell silent as we both stared out the window, recalling the occasions I had asked Nico precisely that.

It's impossible to truly judge F1 drivers on anything but the most superficial level because we're asking for perfection every day of their working lives. Applying that standard to ourselves

proves the point: we might go to work and do a decent job and come home feeling as though we achieved something, but the reality is that most of us don't hit perfection every day. But that's demanded of F1 drivers – and when they don't achieve perfection it gets noticed.

Protecting themselves against such criticism is a necessary part of the job and explains why drivers give so little of themselves away in interviews, but a recent novelty has stripped back a layer or two: The Drivers' Briefing.

Every race weekend at 5pm on Friday afternoon, F1 drivers and their team managers assemble in a room with race director Charlie Whiting and other officials to go through the weekend's running, any rule or procedure changes, and matters arising from the previous event. Formula 1's new owners, Liberty Media, have started televising this last section of the briefing and posting it on their YouTube channel. It's fascinating stuff.

Romain Grosjean comes across as a man who appears to take immense pleasure in stirring things up, mischievously abetted by Felipe Massa. Lewis Hamilton lounges nonchalantly at the front but actually seems quite sharply engaged, while Sebastian Vettel and Sergio Perez sheepishly defend themselves against alleged rule-breaking rather like schoolboys caught holding someone else's bag of crisps.

Right now it's a bit stilted, but hopefully in time, when they forget they're being filmed, the drivers will show us hero-worshippers even more of who they really are. And that will be fascinating, for sure.

'Hamilton lounges nonchalantly at the front but actually seems quite sharply engaged'

 @tedkravitz

Ted is the pitlane reporter for Sky Sports F1

7 F E B R U A R Y 2 0 1 8

P A R I S

P L A C E V A U B A N



1988 Porsche 959 Sport
Sold for €1,750,000 in 2017

CONSIGN TODAY



Sotheby's

www.rmsothebys.com

Car collectors gather here.

UK +44 (0) 20 7851 7070

CORPORATE +1 519 352 4575

FRANCE +33 (0) 1 76 75 32 93

An aerial photograph of a winding asphalt road that snakes through a lush, green, hilly landscape. The road features several sharp, sweeping turns. A small, dark-colored car is visible on one of the lower curves of the road. The surrounding terrain is covered in dense trees and vegetation, with some rocky patches visible on the upper slopes.

by ADAM TOWLER
PHOTOGRAPHY by DEAN SMITH

THE LONG WAY HOME

*We drive the stunning McLaren 720S from
Rome to the UK via Ferrari's back yard – and
some of the greatest roads on earth*

McLAREN McLaren 720S





HIS CHISELLED, ITALIANATE features show no change of expression, and if his eyes do widen, then they're hidden from view behind impenetrably dark sunglasses. It's all over in an instant. The scruffy 488 GTB test mule, air vents intriguingly enlarged over the regular model, appears without warning at the hairpin as I begin to thread the 720S energetically into the same tight curve from the opposite direction. Signor Ferrari Test Driver is committed to the racing line, downhill, which means he's got at least half of his car in my lane, but a flick of the wrists is all he needs to carve a tighter arc and miss the McLaren's carbon front by just a few crucial centimetres.

I think there might have been the slightest jerk of his head in my direction. He played it cool, but not *that* cool. And I don't blame him for being on it, nor his two colleagues in Portofino prototypes tucked up behind him, leaving their own black lines of rubber as they exited the hairpin. It's Sunday morning, on his test route. His territory. Ferrari's. He wasn't expecting to see 'The Enemy', especially not its newest and most ferocious offering. But we're here alright, stomping all over his home patch – right up to the front gates – like some twin-turbocharged tomcat from Woking spraying 98-octane onto the Modenese asphalt.

Rewind to Saturday lunchtime at a lavish hotel in Rome. McLaren's event has concluded, and Y100 MCL's stablemates are already loaded onto an articulated rig, bound for Woking. This car's fate will be rather different, as it waits patiently in 30-degree-plus heat, both doors raised high like the wings of an exotic insect. Amid the quietly self-conscious hubbub, a silver-haired gent saunters over and raises his iPhone, cradled in a leather wallet. There, on the rear face, is the prancing horse on its Giallo background. It's game on.

Our plan is relatively straightforward. As snapper Dean Smith crams his battered Peli cases and tripod bag into the 720's surprisingly generous front luggage tub and onto its belted parcel shelf, I attempt to cross-reference the map on my phone with some notes I'd made earlier and a text from *evo*'s John Barker with road numbers on it. Our aim is to head straight into classic Tuscan Mille Miglia territory, not just for the historical resonance with Ferrari's competitive past, but also because an early eCoty took place up there and the roads have clearly left a lasting impression upon John. It's a virtual dead-cert, then, that they'll be corkers.

Now we just have to get there, and that means first escaping Rome. If there's one thing you may have gathered about the 720S so far it's that it's a useable supercar like no other. It's not just the combination of torque-rich turbo motor and seamlessly shifting twin-clutch gearbox; it's more the incredible visibility afforded to the McLaren's occupants that sets it apart. We've become used to cars from Woking offering a near-perfect driving position and an expansive view out, but in the 720S the combined effect of narrow A-pillars and the revolutionary glass C-pillars equals something approaching 360-degree visibility more akin to a fighter jet. Today, this is a very useful thing, for while there are no MiGs manoeuvring to achieve missile lock on the heat haze emanating from the hole in the 720's rear deck, there are trains of battered Fiats running perilously and erratically alongside us and, inevitably, a native-driven Audi A6 just millimetres from the McLaren's diffuser.

Many of the road surfaces leaving Rome and heading north are hopelessly poor but the 720S is unfazed; the Proactive Chassis Control (PCC)

Left: an English supercar in the land of Ferrari and Lamborghini. **Below:** San Quirico d'Orcia has barely changed since these streets echoed to the sounds of classic Mille Miglia racers



‘In Sport and Track modes for the chassis and powertrain,



set-up of hydraulically linked dampers has been lauded from the earliest days of the MP4-12C for its surprisingly good ride quality, and the second-gen system fitted to the 720S is even better. Those new algorithms help foster not a mushy, wobbly-wheeled ride, but rather a precise pliancy that gives the impression no surface is too much of a challenge. Nevertheless, for a moment I fear we may have the misery of a lost wheel-weight to endure over the next 1500 miles because there's a constant tingle from the steering wheel rim. Thankfully, it's merely a discourse on the dreadful surface of the connecting roads to the A1 autostrada, a phenomenon that I believe used to be called 'steering feel'. Bless McLaren for persisting with hydraulically assisted steering.

Car and humans fuelled-up on superunleaded, excellent service station *panini* (how do they manage this in the most mundane of places?) and *aqua minerale*, we continue north, the 4-litre V8 intruding little. At this low effort, and with the familiar McLaren Active Dynamics Panel, er, inactive, there's little more than a metallic '*umm*' coming from over our shoulders, rising in volume to an '*UMMM*' if the throttle is teased opened some more. It's a hard, unmelodic noise of constant pitch, and it's easy to see why some harangue McLaren over this perceived lack of 'character', or perhaps, more accurately, 'charisma': it's an undemanding car at the kind of speeds at which we all inevitably spend much of our time driving. Some will always desire more instant theatre from their supercar.

Our aim is to slog up the A1 until Querce Al Pino before carving off to the west, which should drop us onto the stretch of the Mille Miglia course between the towns of Radicofani and San Quirico d'Orcia, a section between Viterbo and Siena after the halfway point at Rome.

It's on roads like these that heroes such as Eugenio Castelotti and Piero Taruffi would have been manhandling Ferraris such as the brutish six-cylinder 121M in the classic 1955 race, sweat mixing with grit, dust and oily grime as they fought to keep their disintegrating cross-plys in contact with the road under the blazing Italian sun. It's hard to comprehend that on the same 1000-mile course a three-wheel Isetta bubble-car would also be hammering along at the tail end of the 500-car-plus field – this was a race that consumed in its fever and geography a large portion of an entire country and its population.

Taruffi, an older, wiser head than the fiery, aristocratic young Castelotti, became Stirling Moss's main challenger in his 'works' Ferrari during the 1955 event, once Castelotti's race had ended not long after the start. Yet it was this stretch that

the McLaren snaps taut every sinew and simply erupts'

saw Taruffi's demise through mechanical issues, leaving the Mercedes-Benz SLR of Moss and 'Jenks' unopposed on their way to one of the greatest victories in motorsport history, and Enzo no doubt seething at such a defeat on home soil.

Lost, momentarily, in imagining the tempo and fury of that race, I snap my attention back to the present and the beguiling scene that's unfolding before us. A line of cypress trees marches to the horizon and a stately hilltop villa, their shadows growing increasingly long across the golden, gently undulating fields in what could easily be an advert for an upmarket supermarket. And through the middle of it all, the curiously ceramic-looking white-grey dart of the McLaren, a crust of insect carnage now smothering its prow, charges on, along narrow valleys, past deserted farms and slowly decomposing Fiats long since abandoned.

The SP478 is the Mille Miglia route and it's where the 720S wakes up. Such is the car's monstrous performance that until now I've just been dipping my toe, literally and metaphorically, into its capabilities. Now, experimenting with Sport and Track modes on the slender central panel for both chassis and the powertrain, the McLaren snaps taut every sinew and simply erupts. I can put raw numbers to this, too, because some time in between driving that road and writing these words I strapped myself rather nervously into another 720S at Millbrook Proving Ground and saw the following: 0-60mph in 2.9sec, 0-100 in 5.6, and 0-180mph in an absurdly accessible 19.4, that last speed achieved in under a mile.

This isn't so much driving, it's a raw mental and physical ordeal; a brutally scientific experiment where soft, squidgy, organic matter – me, sadly – is subjected to forces it was never originally designed to sustain. The biggest challenge is processing everything that's happening. There are times when I feel like my central cortex is a dusty Amstrad when it really needs to be some Silicon Valley mega-server, the result being that after a few minutes I just have to back off, cool down and contemplate what's happening. Here, suddenly, is the real 720S, the car it doesn't feel it needs to tell you about on first acquaintance.

These roads aren't just pretty to look at and entertainingly sinuous; their topography is curiously similar to that of a British B-road, with a pronounced crown and longitudinal waves of



Left, from top: few supercars are as undemanding at regular road speeds; locals give the interloper the thumbs-up; 720S couldn't be anything other than a McLaren.

Right: exploring the Ferrari test routes



‘There are broad smiles for the McLaren. They love a good

bumps in the gutter. The beauty of the 720S's suspension is that selecting Track mode doesn't just give you a stiff car that only works on a modern, smooth racetrack. It makes the car hyper-alert and sensitive, yes, but it reacts to the road it's working on, McLaren's chassis engineers realising that too harsh would be unusable. One snapshot moment sums it up best: the road rises uphill through a double 'S' curve to a crest, innocuous from a distance, but followed immediately by a hidden 90 left. At the pace the 720S is travelling, the crest morphs into a ski jump and the McLaren leaves the ground for a brief moment. If it is to make the corner, it must land, compose itself and turn in hard, as one. Incredibly, it does.

It's late afternoon when we reach San Quirico d'Orcia, squeezing the McLaren through the narrow medieval backstreets with the constant companionship of a group of wide-eyed youngsters on their bikes. We shoot until the sun is dipping below the horizon, and then pack everything back into the McLaren for the drive to our hotel for the night in Sassuolo, just outside Maranello, some 150 miles away. The journey soon settles into a laborious slog in the dark, enlivened only when we make an impromptu roadside stop for pizza, scoffing slice after slice over the red glow of the McLaren's mood-lit engine bay. The 720S makes the shift from rabid supercar to long-distance GT

surprisingly seamlessly, but it's not perfect. The satnav is improved but still dimwitted, the soft-close doors erratic; the seat began to make my lower back and right leg ache even before we'd left Rome, and now it's really singing; and while luggage space is generous, there is very little stowage space in the cabin for all the usual road-trip detritus. To be fair, nothing actually breaks, but there's still the underlying, nagging thought that it might throw a hissy fit at any moment.

As the night draws on, the 720S is largely alone on the road north, hammering through long, brightly lit tunnels and endless darkness, stars twinkling through the transparent panels that constitute the McLaren's roof. The stalk for main/dipped beam could be a bit closer to reach, but the crisp, unwavering beam of cool light stretching out in front of us more than makes up for that minor gripe. There is notable wind noise, but not around any seal or mirror, rather that constant rush you get around an aircraft's fuselage, mixed with the thrum and slap of 305/30 ZR20 Pirellis and the constant murmur of the M840T engine, occasionally accompanied by the evil hiss of turbos as we accelerate up a gradient or past a truck. It's the early hours when I finally crawl into bed, nearly 24 hours after the day started, still cursing that wretched driver's seat, still stunned by the car's speed and competency. Happy.

McLaren 720S

Engine V8, 3994cc, twin-turbo
Power 710bhp @ 7250rpm
Torque 568lb ft @ 5500rpm
Transmission Seven-speed dual-clutch, rear-wheel drive, open differential with Brake Steer
Suspension, front and rear Double wishbones, coil springs, adaptive dampers, Proactive Chassis Control II
Brakes Carbon-ceramic discs, 394mm front, 380mm rear
Wheels 9 x 19in front, 11 x 20in rear
Tyres 245/35 ZR19 front, 305/30 ZR20 rear
Weight (dry) 1283kg
Power-to-weight (dry) 562bhp/ton
0-62mph 2.9sec (claimed)
Top speed 212mph (claimed)
Basic price £218,020
evo rating ★★★★★



performance car here, whatever the badge on the nose'

Above: smooth outline of 720S's superformed aluminium bodywork conceals a myriad of scoops, ducts and vents.

Above right: McLaren has become Ferrari's very British foil; roads of Tuscany surprisingly similar in some ways to 720S's native B-roads

THE NEXT MORNING WE'RE DRINKING cappuccinos and eating pastries at the Maranello Cafe in the Piazza Libertà, Maranello. It's a sleepy, sunny, Sunday morning, and we've made it to Ferrari town. A 458 and a Testarossa do a drive-by, patrolling their patch, and periodically we see some poor old California from one of the numerous independent Ferrari rental forecourts, trailing water droplets, steam and oil smoke as it's 'warmed up' by a young employee after its morning jetwash, ahead of probably another day of tourist abuse.

I wasn't sure what sort of reception we'd get, but while there is obvious pride in the home team and banter over the appearance of a British rival, there are also broad smiles and welcoming gestures for the McLaren. They love a good performance car around here, whatever badge is on the nose.

We decide to head out of town to a road that Ferrari test drivers use, and as we accelerate up into the hills there's a roadside coffee bar that looks worth a quick halt. Parking a 720S directly outside the front door of the establishment is a sure-fire way of opening up a conversation, even if most of it is by visual communication, and I instantly recognise the proprietor from the Testarossa we saw earlier this morning. His name is Gigi, and the 'Rossa was originally his late father's; apparently his first one got nicked, and this one dates from 1990. There, on the wall of the bar, is a large, framed photo of

his dad, Giancarlo, laughing about something with a young-looking Piero Ferrari in the Fiorano pitlane. Over an espresso so strong it nearly fells even Dean's towering frame, we point and chat over Ferraris and cars, Gigi dismissing local rivals Lamborghini against his beloved reds. This is the real Ferrari, not the naff global merchandising and 'celebrity' association; it's warm, vibrant, like the people and the weather. It feels good to be here.

The challenging surfaces of the 'short' Ferrari test route help explain why the modern Ferrari rides so well in the UK. But we want to end this part of our journey at Sant'Agata Bolognese, or to be more precise, Lamborghini Automobili SpA, Via Modena, 12. And there's just time to go there via a photographer's favourite, the one they all head for on a Ferrari launch when the clock is ticking...

You'll probably have seen it many times in print: a seemingly endless sequence of hairpins, the road rising steeply and in dark shadows through overhanging trees. I decide that in the name of science, and to get the irrelevant but beloved 'sideways shot', it's time to switch all ESP and traction systems off. What I had not perceived up to this point is just how clever those systems are on the 720S, because they must be working away like mad in the background. Unshackled, you really do understand what it means to have more than 700bhp at your disposal in a relatively light car.

I have never walked a tiger by its tail, but that seems akin to the situation I now find myself in. Oddly, it isn't scary, by and large. Completely absorbing, frighteningly intense, life-affirming, but not inherently scary – not if you listen to what the car is saying. I say this without any wish whatsoever to play the hero, but for one simple reason: everything the car does is defined by absolute precision. Every twitch of the steering wheel, movement of the chassis, application of power is finely, precisely attributable to either an input or a reaction. The message is starkly clear: one wrong move, however small, and you will pay, expensively, potentially painfully, but clever brains and hands have been here before, and you can rely on the transparency of communication between car and driver.

Nevertheless, as I teleport between hairpins, the back of my shirt is uncomfortably clammy despite the air con's best efforts, so I drop both windows – and in doing so discover the 720's real voice. There's that gritty, industrial, rabid note of the V8, overlaid with something else: a ghostly sigh, like a P51 Mustang entering into a dive – the sound of massive turbos ebbing and flowing with air, accompanied by a flutter like a bird in a cage as the boost is bled away when I lift the throttle. Extending the 720S all the way to 8000rpm in such close confines of scenery is a form of insanity. It's an electrifying experience that instantly recalls Group B rally footage in my head. Time after time the carbon-ceramic brakes haul the car to a virtual standstill to make it around the next downhill hairpin. It's almost overwhelming. And then that 488 GTB mule appears...

I don't say much on the way to Lamborghini, or while we're there, in truth because I feel mentally exhausted. I don't want to drive like that again today, but I'm glad I've experienced it. It's four in the afternoon, and in the immortal words of Raf Vallone, eeza a long way to England, and eeza that-a-way. It's a tedious 1000 miles home, with the seat still doing tortuous things to my spine, but I've fallen for the 720S in a big way. At every fuel stop I walk around the car, still drinking in the details, still tingling with excitement. It looks like nothing else and is instantly identifiable as a McLaren – a colossal achievement for a company so young. Like many, I wasn't convinced the first time I saw it, but I am now.

What kind of car is this 720S? Emotion is a huge part of both the Ferrari myth and its cars, but it's not the only characteristic. Precision is, for me, the 720S's defining characteristic, but by no means its only one. If McLaren were trying to read from the *Great Book of Italian Supercar Manufacture*, this may all be a problem, but I don't feel it is. McLaren has become Ferrari's great new foil and, we hope, will drive the Italians to create ever greater work. Meanwhile, be in no doubt that McLaren really is now part of the supercar establishment. Even in Ferrari's back yard.

‘It looks like nothing else and is instantly identifiable as a McLaren – a colossal achievement for a company so young’





ONE TRACK MIND



by STEVE SUTCLIFFE

PHOTOGRAPHY by ASTON PARROTT

Driving the 720S on track demands total focus – especially at challenging Anglesey. Get it right, though, and the experience will blow your mind



IT'S AN INTENSE EXPERIENCE extracting a lap time from a car such as the 720S, especially at a circuit such as Anglesey, which can be frighteningly rapid in a couple of places but is also extremely tight and twisty in others. Which basically means there is nowhere to relax and think for even half a second about what the car is doing and why.

In a 720S, the moment you leave the pitlane the world goes into hyperspace, and unless you're right on top of it mentally right from the word go, it could easily get away from you. And yet, if you *do* manage to switch your brain on properly, and the circuit is dry, and the ambient temperature is warm but not too warm – so conditions pretty much perfect, in other words – the 720S can be utterly magnificent, as its best time will show.

But there are several key things that need to be in place before the magic starts to happen, only one of which is the state of your noggin. The tyres and specifically the tyre pressures also play a big part in 'getting it right' at Anglesey. You also need to put the car in the perfect configuration within the adjustable drive programs, and the ones initially recommended by McLaren aren't necessarily the best ones to go with in this instance.

To begin with, the small army of technicians sent with the 720S to Anglesey reckon the car

will be quickest with everything dialled up to max – so Track for the drivetrain and suspension, manual for the transmission, and all the aero fully active – but with the traction control still partially switched on. This puts the car in what McLaren describes as Dynamic Mode, which still gives you a small amount of assistance from the TC system, and a touch of help from the ESP as well in extreme circumstances.

What Dynamic Mode allows you to do, in theory, is nail the throttle as early as possible mid-corner, leaving the systems to sort everything out. This means you won't get great gobs of unwanted oversteer, or wheelspin, even if you try.

As for the tyre pressures, these need to be dropped right down (well outside Pirelli's official guidelines at some circuits, and especially at the front) to give the car as much bite as possible, not just on turn-in but, more vitally, mid-corner and at the exit as well. McLaren has learnt this trick a million times over now at its various customer trackdays, but still stresses that the car is better on the road at the recommended pressures.

So with all this information fizzing around my head, and my heart thumping pretty hard with a mix of mild anxiety and major excitement, I go out for the first time in the 720S – to try to learn both car and circuit. And straight away, from the



moment I open it up down towards turn two in third gear, the 720S feels like a complete madman.

The acceleration it produces is actually quite shocking, even when you're braced for it, and the way it subsequently stops for and then turns into the corner that follows seems thoroughly ridiculous for a car that wears a set of number plates. You need to be ready for the 720S – not because it will bite you as such, but because you might very well find yourself entering a corner 40mph too fast...

I do four quick-ish but fairly calm laps and note a number of things. One, that there is still a bit too much understeer, which is killing the car's speed through at least four corners. Two, that Dynamic Mode might not be the way to go because it is taking the throttle away in too many of the acceleration zones, so I'll need to take a brave pill and switch the whole lot off next time out. And three, that it is otherwise absolutely chuffing sensational around this circuit, not least the way it stops but arguably even more so the way it goes, which is to say like a perfectly aimed bullet whenever there is so much as a hint of a straight line to fire it down.

I come back in, tell the techies about the understeer and they call Pirelli and get permission to drop the fronts even further. They also fit a brand spanking new set of P Zero Corsas all round and simply say 'best of luck' when it comes to trying it with everything switched off. They also suggest I do two slow laps to bring the tyres in and then, well... see how she goes.

Back out again and after the two slow laps I get

'I take a brave pill and switch all the systems off. Back out again, the car feels perfectly dialled in'

that lovely feeling from the 720S, that rare one where the car feels almost perfectly dialled in to the circuit. All the crazy stuff is still there (mental acceleration, fantastic stability under braking, incredible speed and response from the gearbox, up or down the ratios) but there is now much more bite at the front end, which means it can carry much more speed into and through the corners. And although the wheelspin needs managing via your right foot on the way out of them, there is now instant and massive acceleration as well, which simply wasn't there in Dynamic Mode because the electronics wouldn't allow it to happen.

The 720S does a lap time of 1:11.5 and hits a top speed of 143mph in the process. To give that some context, the P1 did a 1:12.6 on the exact same specification tyres in near-identical conditions (*evo* 200), while a more direct rival, the Ferrari 488 GTB could manage 'only' a 1:12.8 (issue 228). And remember, the 720S is a standard production model that McLaren will make 1400 of each year.

Insane. Absolutely, brilliantly insane.



ALASTAIR BOLS

Fine Modern and Classic Road and Race Cars



McLaren 720S Luxury **Price - £254,950**
Miles - 3,000

Colour - Saros with Black & Shale grey leather interior, Light grey stitch.

Gorilla Glass panels, Bowers & Wilkins, Visual Carbon body structure, Mirrors, Bonnet & Rear intakes. Lifting, 360deg parking & reversing cameras, 5 spoke light alloys in Liquid Titanium & Polished Metal calipers.



McLaren P1 **Price - P.O.A.**
Miles - 4,050

Colour - Austin Yellow MSO with Black leather interior, Yellow stitch.

Alcantara Steering wheel with Yellow centre, Carbon to Mirrors, Doors, Snorkel, Front & Rear Bumper. Satin Carbon to air vents & Instrument cluster, "P1" Logo in Yellow, Heritage badge, Gloss black alloys.



McLaren 675LT Spider **Price - £328,950**
Miles - 1,500

Colour - MSO Frost White with purple glass & Black full leather, Orange stitch.

Steering Wheel Alcantara grips with Carbon Fibre, Meridian speakers, Lifting, McLaren Track Cameras. Rear Bumper in Frost White, Gloss Carbon interior & engine, Palladium exterior & airbrake underside.



McLaren P1 **Price - P.O.A.**
Miles - 4,450

Colour - Titanium Silver with Black Leather & Alcantara interior, Harissa Red stitch.

Rear Wing Carbon underside, Carbon to external areas, snorkel, bumpers, door inserts & mirrors.

Alcantara steering wheel & dash, Meridian speakers, Stealth alloys with Red calipers.



McLaren 675LT Coupe **Price - £289,950**
Miles - 2,800

Colour - Papaya Spark with Black Alcantara & Orange leather interior, Orange stitch.

Carbon Bucket Seats, Meridian speakers, McLaren track cameras, 675LT Superlight alloys Diamond cut, calipers in McLaren Orange, Carbon Exterior, Wing Mirrors, & Side intakes, Lifting. Perfect number plate.



McLaren 650S Spider **Price - £173,950**
Miles - 4,300

Colour - Volcano Red with Black Semi-Aniline leather, Harissa Red stitch.

Carbon interior, Akrapovic sport exhaust with carbon tips, 650S Diamond cut alloys, Polished metal calipers. Lux pack: Electric seats & steering column, Soft Close, Security pack: Lifting, Reversing camera & sensors.



McLaren 12C Spider **Price - £139,950**
Miles - 2,180

Colour - Volcano Orange with Black leather Sport interior, Orange stitch.

1 owner with super low miles, IRIS 2 with Meridian speakers, Electric seats with heat & memory. Carbon interior upgrade, Silver Superlight alloys & exhaust tips, calipers in Black, Parking sensors.



McLaren 12C Coupe **Price - £114,950**
Miles - 6,100

Colour - Sapphire Black with Saddle tan leather seats, Tan stitch

Electric seats with memory & heating, IRIS 2 with Meridian speakers. Parking sensors, charger. Carbon Mirrors, Rear Diffuser & Front Splitters, Lightweight alloys in Silver, Black calipers.



McLaren 570S Coupe **Price - £131,950**
Miles - 9,500

Colour - Silica White with Sport interior, Black Alcantara & orange leather, Orange stitch.

Carbon interior, Security pack: Lifting, Reversing camera & park sensors, Leather sills, Orange seat belts. Sport Exhaust, Lightweight stealth alloys, Orange calipers, Soft close, Lithium Car charger & cover.

by ADAM TOWLER

PHOTOGRAPHY by ASTON PARROTT

STILL THE DADDY?

Its Anglesey lap time suggests the 720S could have the measure of even the mighty P1 hypercar

I STILL HAVEN'T GOT USED TO THE RAW fury of the 720S fully wrung-out. I'm not sure I ever will, I'm not sure I ever want to, and I'm not afraid to admit it. Experiencing 8000rpm within the confines of hedges, trees and ditches still evokes a mix of breathless exhilaration, suppressed fear, and a cringing sense of social irresponsibility. In fact, anyone who says they've strung together a proper road while dipping regularly into the final 2000rpm on the rev-counter is either some conduit for the spirit of Ronnie Peterson or telling some really big fibs. As you will have gathered if you've read the preceding pages, the 720S's ultimate performance redefines ferocious at anything sub-hypercar level, perhaps even beyond.

It may also have occurred to you that the 720S offers the kind of fireworks that would give the mighty P1, McLaren Automotive's first Ultimate Series car and spiritual successor to the legendary F1, a very hard time. Indeed, its lap time at Anglesey proves that, in certain situations, it's faster.

Shorn of the P1's hybrid system's weight penalty and with the benefit of five years' further car-making experience, the conventionally powered 720S threatens to make the P1 seem over-complicated and over-the-hill. Is this a case of early adopters paying handsomely (£866,000 in the case of the P1) for the futuristic tech, only to see those who waited longer getting similar performance for a quarter of the money? I'll admit, that was what I thought – before McLaren offered the chance to drive a P1.

What is it about the P1's demeanour, I wonder, that has the ability to command everything in its orbit? I think it might be the relationship between the turret-like occupant pod and bodywork so pared-back that it's almost non-existent: less recognisably car, more alien inter-galactic craft. The 720S metaphorically shrivels ever-so-slightly, slipping into the background in suitable deference to its illustrious father.

After the soft-touch *thunk* of the 720's door closing, the crack as I slam the P1's door overly hard makes me wince. Once inside it's recognisably McLaren, but there's a lot less trimming and much more structural carbonfibre on show. There's nothing like the 720's rearward vision, either, but in

an odd sort of way I don't mind that: I don't want my £2m-plus (at current market values) hypercar experience to be too friendly, too easy, too accessible.

The P1's V8 may be smaller than the fundamentally similar engine in the 720S, but it has more power (727bhp to 710bhp) and it is, of course, further boosted by its 176bhp electric motor. At its peak that makes 903bhp, a figure so massive that I'm not sure I can begin to imagine what it might feel like.

You can tell a lot about a car in the first 50 metres, and the P1 feels firm but poised, reassuringly rigid but also unfiltered in refinement terms – every bit of gravel on the road can be heard and felt, but not in an uncomfortable way. And it is patently very, very angry.

To be honest, I had a preconception about the P1. I knew it would be fast and clever but, as with other hypercars, I always questioned its relevance beyond introducing new technology. Surely its limits were just ludicrously high for the public road. Frankly, what was the point?

I was wrong though, very wrong, because the P1 is by several degrees of magnitude more exciting than the 720S. Indeed, it is one of the most exciting cars I've ever driven, period. Furthermore, this isn't an experience defined by raw speed. There's a purity to the way the P1 handles and feels – the way it pivots beneath you, the lack of slack absolutely anywhere in its make-up, its nimbleness in spite of its weight. Ludicrous expressions like 'an Elise with a nuclear reactor on board' spring to mind. It's the sort of car you'd take out just to pop to the shops to buy milk. I never expected that.

But the really special thing about the P1 is its combination of almost incomprehensible power, freakishly immediate throttle response due to the electric torque-fill, and the colossal wheeze of the giant turbochargers. In fact, the only thing louder than the P1's turbos is the sound of my hysterical laughter every time they huff. Embarrassing but true.

Jumping back into the 720S afterwards feels, rather absurdly, like an anti-climax. I must have driven over 2000 miles now in McLaren's latest supercar and I happen to think the car is a genuine triumph, but, be in no doubt, it's no cut-price P1. Not by a long shot. ❌





WE NEED TO TALK ABOUT GEELY

*Barely registering on the **evo** radar until recently, Geely now controls Lotus and is planning a raft of high-performance cars under the Polestar name. Time to find out more...*

by STUART GALLAGHER & ADAM TOWLER



IN 30 YEARS, GEELY HAS GONE from making fridges to selling over 400,000 cars a year under its own name, has paid Ford \$1.8billion to buy Volvo (in 2010) and, more recently, acquired a 51 per cent stake in Lotus. And now it is separating the Polestar tuning arm from Volvo to create a standalone, EV-focused performance brand.

Its first product, the Polestar 1 (above), is a 911-sized, 592bhp hybrid GT, to be followed by a range of performance-orientated EVs and hybrids to be built in China and leased globally via an online sales portal: you will only ever lease a Polestar EV, never own one.

Geely also holds the key to the future of Lotus and thus the next Elise. Having steered Lotus to profitability

and managed the company's product on a shoestring since replacing Dany Bahar as Lotus CEO, Jean-Marc Gales knows exactly what is expected of him now the company he lives and breathes has the security, resource and future he has been so focused on achieving since he relocated to Hethel from Peugeot in 2014.

Geely isn't a name that has often appeared in *evo*, nor are products under its own name ever likely to. However, the Chinese giant now holds the future of one of the world's most famous sports car brands in one hand while launching an electric car company with performance at the top of its agenda with the other. In the following pages we take a close look at the Polestar 1 and talk to Gales about what Geely means for Lotus. Because, for people like us, Geely suddenly matters.

THREE BESPOKE MODELS, ONE with 592bhp and 737lb ft, over 90 miles of pure electric range, Öhlins dampers, a carbonfibre body, and a sales model that will see you subscribe rather than own the car outright... Polestar, recently freed to forge its own brand identity within the Volvo Group, isn't letting the established methods of running a car company shape its ideas or its ambitions.

Volvo's stated aim is to be a leader in electric car production, with a target of selling 1 million by 2025 and with all new cars built post-2019 to be either electric or plug-in hybrids. And Polestar will play a significant role in this strategy.

Up until now, Polestar has been the performance tuning arm of Volvo, providing upgrades to various models, including the V40 featured on page 45 and the 362bhp S60 and V60 models. Now it's a standalone brand within Volvo, with deliveries of its first model, the Polestar 1, due to start in 2019, followed by a Tesla 3-rivalling Polestar 2 and a

performance SUV in 2020. Future models beyond this inaugural trio will offer either full electric or performance-orientated hybrid powertrains.

If the Polestar 1 looks familiar, that's because it first appeared in 2015 at the Frankfurt motor show as the Concept Coupe. The positive reaction to it, followed by a successful drive of a prototype by top brass, sparked the decision to establish Polestar as a separate entity and to launch with the production version of the concept, the 2+2 GT you see here. Built on a shortened version of Volvo's 'scalable platform architecture' first used for the S/V90, the GT has a 320mm cut in the wheelbase, with a further 200mm taken from the rear overhang. At 4.5 metres, it's the same length as a current 911.

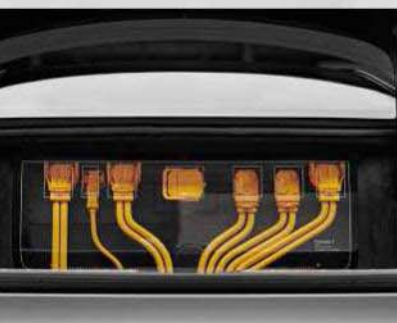
Not only does the Polestar 1 measure up to a 911 physically, but it also has on-paper performance to match. It features twin electric motors on the rear axle, powered by a 34kWh battery producing 218bhp. In pure EV mode, the Polestar 1 is a rear-drive coupe with a range of up to 100 miles and a projected 4.0sec 0-62mph time.

'In pure EV mode, it's a rear-drive coupe with a projected 4.0sec 0-62mph time'





Above: glimpses of Volvo's late-'90s C70 from some angles, but new GT will be sold, or rather leased, as a Polestar. Chassis will feature torque-vectoring and adaptive damping



Above: Polestar is key to Volvo's ambition to sell 1 million electric or hybrid cars by 2025; coupe will feature Akebono-made brakes with drilled discs and six-piston calipers

But it isn't a pure EV: at the front – and driving the front wheels – is a 374bhp, 2-litre turbocharged and supercharged four-cylinder petrol engine as currently found in Volvo's S/V60 Polestar models. When the superunleaded-fuelled motor teams up with the sparks department, the combined 592bhp and 737lb ft represent Ferrari 458 Speciale levels of power matched to Pagani Huayra torque.

The chassis features an Öhlins-developed continuously controlled electronic suspension (CESi) system. Using traditional dampers but fitted with electronic valves, the system continuously monitors driver inputs and the condition of the road surface and adapts within two milliseconds. Alternatively, the driver can adjust damper settings to suit their own requirements. The Polestar 1 will also be the first Volvo Group product to feature torque-vectoring on the rear axle. And, as it has for the car's suspension, Polestar has also turned to a third-party specialist for its first car's brakes. Akebono has designed, developed and produced the six-piston calipers and 400mm discs.

Despite the new company and new brand values, the Polestar 1 still has an unmistakable Volvo look to it; those of you old enough to remember it may even spot a hint of Peter Horbury's late-1990s C70 coupe in there. Where this GT differs is in its body construction. Use of carbonfibre reduces the weight by 230kg compared with an S90, says Polestar, although the electric motors and battery pack add the equivalent weight straight back on. Torsional stiffness is said to be up by 45 per cent compared with a steel body, however.

The plan is to build 500 Polestar 1s each year in a new production centre in Chengdu in south-western China, and while the car will be available in the UK it will only be supplied as a left-hand-drive model (manufacturing costs are said to be too high to offer both left- and right-hand-drive options). Polestar won't technically sell you one of its cars; if it did the retail price for a 1 would be expected to be in the region of £130,000. Instead, buyers will subscribe to a type of leasing scheme over two or three years. The all-inclusive, deposit-free scheme will deliver you a Polestar 1 for your use, fully insured and maintained for the length of the lease, for a flat monthly fee.

The Polestar 1 is an ambitious debut model, but while the technical specification wants for nothing, in the carbonfibre it's very much a GT rather than a sports car. Which is no bad thing in itself, but both Geely's investment and ambitions will need to lead to more overtly performance-orientated models if Polestar is to be considered in the same way that AMG is to Mercedes. And to achieve that, perhaps the latest member of the Geely family will have a part to play...

'The combined 592bhp represents Ferrari 458 Speciale levels of power'



HAS LOTUS FINALLY SECURED ITS FUTURE?

Investment by Geely will mean a new Elise – and the tantalising possibility of a hybrid Esprit supercar

AT THE END OF SEPTEMBER, CHINESE automotive giant Geely purchased a 49 per cent share of Proton, in the process acquiring a 51 per cent stake in Lotus Cars and expanding yet further a brand portfolio that already includes Volvo and a now-independent Polestar – as you've just been reading all about on the preceding pages. This is clearly a pivotal moment for the British sports car maker.

'I am now drawing up the business plan – it is a busy time,' says Lotus CEO Jean-Marc Gales when we meet in his office at Hethel. This quietly but rapidly spoken CEO, who exudes an infectious passion for this great brand, now has the enviable task of plotting the company's future course with the knowledge that funds are there to make it a reality.

That's not to say that Geely throws cash around with abandon, but it has proved that it is both willing to invest considerably and also allow a brand to follow a bold new vision, and it's now reaping the benefits with a strongly resurgent Volvo. Its equally bold strategy with Polestar is further evidence that it's not afraid to strike out against the traditional flow of the car business. Statements emanating from its Hangzhou HQ point to Geely senior management having both enthusiasm and high expectations for its latest acquisition, with no intention of leaving it as a sports car minnow nestled in the Norfolk countryside.

But wait, I hear you say; we've read about a Lotus renaissance numerous times in the pages of car magazines over the years. Why should this occasion be any different?

There are a number of reasons why this time really is different. Among them, firstly, is that Lotus is in a much better financial position now than it has been for a long time. Sales are small but on the rise – up ten per cent so far this year – and Gales' mission to cut wastage, both in production terms and in the component make-up of the cars, has paid dividends. Lotus may be concentrating on highly profitable limited-run machinery, but it's building cars that customers are clamouring to buy.



'It's doubtful Gales can ignore the inexorable rise in demand for SUVs'

Secondly, have you driven a Lotus lately? Take the Evora GT430 – a car almost unrecognisable from the original Evora launched nearly ten years ago. Not just in the performance on offer – at a price, granted – but in the way it's screwed, and glued, together, the quality of the materials used inside and out, and the design and execution of those all-important details. The old jibes about Lotus quality will take a long time to fade away, but, in our experience, they're as hollow and outdated now as a similar gag about Skoda.

So what next in product terms? In the near future, expect a continuation of the highly focused limited-run models that have so far characterised Gales-era Lotus. Looking further ahead there will be an all-new Elise, about

which we can't wait to learn more, but there will also – almost inevitably – be new types of vehicles. Which raises the potentially thorny subject of Lotus building a Cayenne rival.

Gales is tight-lipped on the subject, saying only that any new vehicle the company makes must be 'a true Lotus', but it's doubtful he can ignore the inexorable rise in demand for SUVs. Porsche succeeded by staking out its own territory within the SUV segment, and which it has largely retained despite attempts by others to muscle in. What chance a 'lightweight' SUV with hybrid or electric power sourced from Polestar? And what chance, too, a sports saloon, or a hot hatch?

Perhaps most tantalisingly of all, the planets suddenly seem curiously aligned for the reappearance, at long last, of the new Esprit supercar that we've been dreaming about for decades. For so long powered by a turbocharged four-cylinder engine, any spiritual successor could major on Lotus's weight reduction expertise and use the twin- or prototype triple-charged four-cylinder 2-litre Volvo T6 four-pot, combined with Lotus/Polestar electric battery technology for 600bhp-plus. Fascinating times ahead. **X**

by JOHN BARKER

PORTRAIT PHOTOGRAPHY by ASTON PARROTT



‘NO MORE CHOCOLATE ENGINES’

*TVR chairman Les Edgar tells us how the new
Griffith will capture the best of old TVR while
avoiding past mistakes*

Where did TVR's rebirth all begin?

In 2013, a dozen of us – all petrolheads, all successful in business, many of us competition licence holders – were playing with the idea of starting a car company to go racing. We'd looked at various marques that we might acquire to create something between Lotus and Aston Martin, and TVR fitted the bill but was seemingly beyond our grasp. Then a contact said: 'I might be able to put you in touch.'

So I found myself talking to Nikolai Smolenski. He told me a couple of stories, one of which was that the car we wanted to make would cost £150k. He'd done a massive amount of research, but possibly not seen Gordon Murray Design and iStream. The other story was that he'd been walking through Berkeley Square in London when a small kid came running up to him, kicked him in the shins and said: 'You killed TVR!'

So the tack I took with him was to say: 'I will help you redeem yourself. Sell it to me and we'll publicly say that you helped with the repatriation of TVR.' I think it struck a





Above: Edgar talks our man Barker around the Griffith show car, which is about to get a full shakedown before becoming the first fully representative prototype. TVR currently has 700 orders; it eventually plans to build 2000 cars a year

chord because a couple of days later he rang me up and we bought it for a not-unreasonable sum. The deal was done very quickly, in May 2013.

What did the deal get you?

More than we thought. Initially we thought we were buying the name, the brand, all the trademarks and maybe some of the drawings. Then a large Transit van turned up and it was stuffed with paperwork and hard drives. It seemed that all the desks had been emptied. So we have surprisingly good build records, especially for the latter years. We also got the keys to a warehouse in Northants that was full of spares, so we immediately set up TVR Parts Ltd and we have re-established TVR service centres, about 30 in the UK, 12 others worldwide.

What happened next?

Getting started took about a year figuring out what to keep in terms of DNA. Getting Gordon Murray on board wasn't simple, with a lot of due diligence to be done on his side. Cosworth, too, we needed for credibility. The iStream concept came as a bonus – we weren't aware of that. We wanted the car to be an uncomplicated drivers' car, so a well-designed, well-balanced car with aero, and obviously if anyone knows about aerodynamics, it's Gordon.

How did you get Gordon Murray on board?

I said to him and his senior team: 'I don't know what you're doing for the next few years, but I'm going to Le Mans.' That kind of clinched it. Gordon has brought with him from McLaren most of the team that he had for the F1 GT racing project for Le Mans. And it is our intent; you're not a credible sports car maker unless you can prove you're up there with the best of them, and that's not F1, it's GT racing. World Endurance is where a car that has had questionable reliability in the past should be. You just have to be careful it doesn't suck away time and money from the core business.

What is iStream?

It's a concept and a process, F1 technology in a road car. If you've seen the chassis images you might unfortunately think that the new car is just like old TVRs, with a tubular

steel chassis, but it's not. The skeleton is purely there to locate the heavy bits – the engine, suspension, me! – which is difficult to do with a fully carbon car. As it is, the skeleton is as torsionally stiff as the Cerbera spaceframe. But then we bond in the carbon sandwich panels and the stiffness goes up to seven times that. We think it's best in class.

What do you consider the Griffith's rivals?

There's a number of ways of looking at that. On price, we compete with the base 911 and Cayman GT4, the Aston Martin Vantage and the V8 Jaguar F-type. On performance we should be up with or above all of them. And then there's emotion. Why would you buy the Griffith rather than a 911? Because it's British, because it's *not* a Porsche. Because it's bespoke, hand-built, but in the right way – it will be reliable! And also because it's rare, a bit outrageous, noisy, rebellious. TVR can do things that others can't. Where they're defined, TVR can be anything.

Will it be everyday-useable, then?

It has to be. I see it as being between a Lotus and an Aston, a proper GT with a 400-mile range, full leather, air-conditioned. The sill is narrow so it's easy for a lady to get in, or a 6ft 5in man. We have looked at the geometry of the driving position and the sight lines for everyone from 5th to 95th percentile – which happens to be my wife, who is 5ft 4in, and me. I'm not sure that ever happened before at TVR.

Who styled the car?

David Seesing. We had hundreds of design sketches before David came along. We were trying to figure out what made a TVR a TVR, but that constantly changed through the years.



“Nikolai was walking in London when a small kid came running up to him, kicked him in the shins and said: ‘You killed TVR!’”





Above: the shape was penned by German-born David Seesing, working closely with Gordon Murray, with much of the detail dictated by aerodynamics

Some owners have said the new car isn't as outrageous as the Sagaris, but if you look at all the other cars TVR has made, they are generally quite simple and clean.

The first thing we did was get the iStream chassis structure locked down. That was within six months of signing with Gordon. He said: 'Don't touch that and you'll have a great-handling car.' Frank Coppuck [TVR technical director] spent a long time persuading him to make it 50mm wider so we could get the maximum rear wing width for racing – it's based on the width of the standard car. Then we let the designer loose on the car, and then we got the aero sorted. It has side-exit exhausts because we wanted a flat underfloor. All the holes do something, aerodynamically.

It's surprising that it has a rear spoiler, then?

Yes. It's a ground effects car but we needed the spoiler for traction – it's more about downforce, about getting weight on the back of the car. The critical factors are bhp per ton and the absolute weight of the car. A key target is 400bhp per ton. That defines the performance. The other important stat for me is how fast it gets to 100mph and back again, and a lightweight car does very well in that, as long as you've got the traction. The biggest technical issues are traction and heat management. Avon are making us a bespoke tyre.

Do you have anyone on board to do the dynamic set-up?
We do. But I can't say who it is!

What level of legislation will the car comply with?

European Small Series, which will allow us to make 1000 coupes and 1000 convertibles a year. There will be left- and right-hand-drive models from day one. The 500 launch editions are sold out. In fact we have 700 orders, and between 10 and 15 per cent of those are for left-hand drive.

“ The critical factors are bhp per ton and the absolute weight of the car. A key target is 400bhp per ton. That defines the performance ”



How did the engine deal come about?

You can genuinely say you are a car maker when you make your own engine, but we had to get away from 'chocolate' engines. The sorted Speed Six engine was great but it took ten years to get it right. We couldn't afford to risk that again. Ford has supplied engines for 50 per cent of all TVRs and at the time [2014] was just introducing the new Mustang. It makes about three quarters of a million 'Coyote' V8s a year so it's a proven engine. They were happy to supply, we just had to make it special. Enter Cosworth, who tick all the right boxes for me. It was important that we didn't break open the engine, so we put on a lightweight flywheel, dry sump – allowing it to be 100mm lower in the car – and a new air intake, which helps enormously, and a new ECU. We've had a Mustang with the Cosworth drivetrain racking up the miles and we now have a Cerbera with it, which is outrageous. And the show car gets shaken down next week and becomes our first, fully representative prototype.

What's the next big challenge in development?

Crash testing is coming up, then ABS development, which needs hot and cold climates and takes nine months. One of the biggest unknowns is serviceability: access to service items as we productionise the car. We haven't tackled that yet, and we will have to be a bit elastic; we don't want to have to take the floor off to change the starter motor...

What about the factory in Ebbw Vale, south Wales?

We take over the shell in mid-2018. We will set up the pilot build and be delivering cars by early 2019. We have decisions to make yet: do we build the chassis in-house? Do we have our own paint shop? I think we will have the latter, and it has to be a very, very good one. I can see us encouraging suppliers to set up nearby, too. At its height, when TVR was making around 1400 to 1500 cars a year in Blackpool, they employed nearly 800 people. We will employ 180 people to make 2000 cars a year.

Les Edgar's words should be music to the ears of those concerned about TVR's rebirth. If everything goes to plan, the new Griffith promises to exceed the best TVRs past in terms of its driving experience, while adding that much-needed reliability. We'll find out about the former in just over a year's time, and the latter in the months after that. ✕

THE ULTIMATE IN PERFORMANCE UPGRADES

AT DMS AUTOMOTIVE WE'VE BEEN UNLEASHING AUTOMOTIVE PERFORMANCE FOR OVER 19 YEARS



DMS CLS63 AMG (EVO AUGUST '14) "ENGINE UPGRADE ADDS HUGE PERFORMANCE AND REAL CHARACTER"

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
CYLINDER DIESEL ENGINES UP TO
V12 SUPERCARS.**

AUDI

AUDI RS6 4.0 T V8 » 690+BHP (+DE-LIMIT)
AUDI RS6 V10 » 680+BHP (+DE-LIMIT)
AUDI R8 V10 » 592+BHP (+DE-LIMIT)
AUDI RS4 B7/ R8 » 445 BHP (+DE-LIMIT)
AUDI RS3/RSQ3 » 420+ BHP (+DE-LIMIT)
AUDI S3 / GOLF R » 373+ BHP (+DE-LIMIT)
AUDI 3.0TDi (ALL MODELS) » 315+ BHP
AUDI 3.0 Bi-TDi (ALL MODELS) » 380+ BHP
AUDI Q7/A8 4.2 TDi » 400+ BHP

BMW

M5 V10 » 548+ BHP (205 MPH)
X5M / X6M » 618+ BHP
1M » 411+ BHP
M3 E90/92 » 445 BHP (+DE-LIMIT)
M135i/ M235i » 402 BHP
M4/M3 3.0T » 520+ BHP
M5 F10/M6 (STAGE 1) » 680 BHP
M5 F10/M6 (STAGE 2) » 730 BHP
F10 520D » 240 BHP
F10 530D » 305 BHP
335i/135i/X6 » 370+ BHP (+DE-LIMIT)
123D » 252 BHP

316D/216D/116D » 160 BHP
318D/218D/118D » 225 BHP
330D E90 » 296+ BHP
320D E90 » 215 BHP
420i/320i/220i/120i » 275+ BHP
435i/ F30 335i » 390 BHP
428i/328i » 295 BHP
535D / 335D / X5 SD » 355+ BHP
640D/335D/535D/435D » 390 BHP
730D » 305+ BHP
X5 4.0D / 740D » 370 BHP
X5 3.0D » 305 BHP
X6 X5.0i 4.4 » 500+BHP
X6 M50D/X5M50D/550D » 450 BHP

MERCEDES-BENZ

A200CDi/C200CDi/E200CDi » 175 BHP
A250/C250 » 260 BHP
A45/CLA45 » 420 BHP
C300 HYBRID » 285 BHP
A220CDi/C220CDi/E220CDi » 215 BHP
C350/CLS350/E350/S350 » 315 BHP
E400 /C450 » 420+ BHP
C400 » 400 BHP
'63' 5.5 Bi-TURBO ALL MODELS » 690+BHP
'500' 4.7 Bi-TURBO ALL MODELS » 498+BHP
S65 (W222) » 780 BHP
SL65 BLACK » 720+ BHP (+DE-LIMIT)
SL65 AMG » 690 BHP (+DE-LIMIT)
'55' AMG KOMPRESSOR » 580+BHP
C63 AMG 6.3 » 530+BHP (+DE-LIMIT)

C63 AMG 4.0T » CALL FOR DETAILS
SL63 AMG 6.3 » 560+BHP (+DE-LIMIT,
RE-MAP & LOWER ABC SUSPENSION)
CL600 Bi-TURBO » 580+ BHP
SLK55 AMG » 420+ BHP (+DE-LIMIT)
320 CDI V6 » 274 BHP
350 CDI V6 » 312 BHP
420 /450 CDI V8 » 358 BHP

ALL 2015 RANGE ROVERS AVAILABLE

R ROVER SC 5.0 » 580+ BHP
R ROVER 4.4 SDV8 » 395+ BHP
R ROVER 3.0 TDV6 » 315+ BHP
R ROVER 3.0 SDV6 » 345+ BHP
EVOQUE/DISCO SPORT 2.2 DIESEL
» 240+ BHP

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
MACAN 3.0D » 315 BHP
CAYENNE GTS » 440 BHP

CAYENNE TURBO 4.8 » 578+ BHP
CAYENNE TURBO S 4.8 » 600+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE DIESEL » 315+ BHP
PANAMERA TURBO » 600+ BHP
PANAMERA DIESEL » 315+ BHP

EXOTIC / MISC

FERRARI CALIFORNIA » 487 BHP
FERRARI 599 » 647 BHP
FERRARI 430 » 525 BHP
GALLARDO » 546 BHP
LP560 » 608+BHP
LP640 » 707 BHP
HURACAN » 640+ BHP
AVENTADOR » CALL FOR DETAILS
MCLAREN MP4-12C » 700 BHP
MCLAREN 650S » 720 BHP
MURCIELAGO LP640 » 707 BHP
MASERATI Ghibli 3.0S PETROL » 470 BHP
MASERATI Ghibli 3.0 PETROL » 400 BHP
MASERATI Ghibli 3.0 DIESEL » 312 BHP
MASERATI GT/OPORT » 438 BHP
MASERATI GT S / MC » 479+ BHP
BENTLEY 4.0 T V8 » 690 BHP
BENTLEY CGT / F-SPUR (INC 2013) » 680+ BHP
BENTLEY GT SPEED (INC 2013 ON) » 695 BHP
BENTLEY SUPERSPORT » 720+ BHP

**FOR ALL OTHER MAKES AND MODELS,
PLEASE CALL US.**

SALES@DMSAUTOMOTIVE

WWW.DMSAUTOMOTIVE.COM

WORLDWIDE OFFICES AND INSTALLATION

UK: 0800 030 5555 INT: +44 800 030 5555

f /DMSAUTOMOTIVE
FOLLOW US FOR OUR LATEST NEWS



**MORE
BHP
EQUALS
LESS
RPM
EQUALS
MORE
MPG**



THE RULES OF



The GT3 badge symbolises everything we look for in a great drivers' car – the ability to thrill, challenge and engage. The latest 991 GT3 is the fastest and most sophisticated yet, but has it moved things on in the areas that really matter? A head-to-head with the 996 original will reveal all

by JOHN BARKER

PHOTOGRAPHY *by* ASTON PARROTT

ENGAGEMENT



IT DIDN'T TAKE LONG TO pinpoint the car that set the mould for today's 911 GT3. It really had to be another 911, and specifically the original GT3 that launched the whole line back in 1999. We looked in vain for a model from another car maker, for the simple fact is that no one has taken on the 911 at its own game and won, although we should give an honourable mention to the Dieppe-based Alpine company, which had a darned good stab at it with its fine-handling rear-engined A610.

Amongst 911s you could make a case for many an RS model, or even the 1987 Carrera CS (for Club Sport), being a forerunner of the current GT3, but in the end the 996 GT3 was just too neat to ignore for the purposes of this test.

The 996 has gone through the whole process of being new, then looking old, then becoming a classic. This early, first-generation car with its 'fried egg' headlamps looks as clean and smooth as a used bar of soap. I even like the rear spoiler, which has the appearance of a much larger one that was left too close to the fire and then folded in half. Alongside the 996, the current GT3 looks like a modern, military-grade evolution; bigger, beefier, festooned with scoops, spoilers and splitters, sitting on enormous, centre-lock alloys and arch-cramming tyres that give it a cartoonish stance. It really should be finished in fleckarn.

The 996 we're driving is a 'Comfort' model that has had some Clubsport-spec parts added later, so while there's a half-cage in the back and the shoulder-straps of a fat-webbed harness attached to its horizontal crossbeam, the seats are not the deep buckets that would normally accompany them. They have body-colour shells but look like they have the standard, plump seat padding crammed into them. Even staffer Will Beaumont, who is as thin as I like to imagine I still am, says he feels like he sits *on* not in them.

No matter. Making the 996 GT3's acquaintance again after so long is like rekindling an old relationship, in all the right ways. Within a couple of hundred yards, I'm smiling. Despite being named

after a racing category, the GT3 didn't weigh any less than the regular Carrera. The hollow clang you hear when you slam a door indicates that large expanses of sound-deadening have been deleted but, even so, it weighs 30kg more. However, from the first decent squeeze of the throttle you know there's a delicious balance in favour of engine power over mass – and this despite quite leggy gearing in the lower ratios – that gives a sense of relaxed but irresistible pace.

There's both instant and delayed

***'IN THE 996
THERE'S A KEEN,
DRY, NAPE-
PRICKLING YOWL
JUST AHEAD OF THE
7500RPM RED LINE'***

gratification here. Instant in the multi-layered, rich complexity of sounds coming from behind when you're just mooching along. It's like listening to an orchestra and trying to pick out the individual instruments – induction, exhaust, valvetrain, etc. Delayed because there's a stunning crescendo to the delivery; a keen, dry, nape-prickling yowl, just ahead of the 7500rpm red line.

You have to work for the rewards right from the off. The single-mass flywheel that enhances throttle response also lets the GT1-based flat-six's lumpiness come through at idle and doesn't cover up your shoddy clutch and shift work. The clutch is fiendishly heavy, so much so that you would avoid busy towns or cities, and the short-throw gearshift is terrifically positive, tactile and mechanical but, like the clutch, demands high effort.

The potential for making the 996 GT3 stumble or jerk is ever present, so you must engage with the car, get the clutch pedal right to the floor and finesse your inputs, learn how to get the smoothness and flow out of it. And we haven't even got to the handling yet...

The 996's wheels are tucked far into its arches and also carry camber – it looks as though the car has been yumped and then frozen at full suspension compression. The expectation that this will deliver killer turn-in grip is demolished at the first roundabout, the GT3's nose slurring uninterestedly wide of the anticipated line. It's a rude reminder that this is an old-gen 911 and your input and skill are essential in unlocking the potential of the tail-heavy balance.

What's also a bit of a throwback is the reaction of other road-users to our duo of Porsches. Back in the late '80s, a Porsche in Guards Red would be sneered at and denied common courtesies such as being let out of side-roads. I thought we were past that, but within an hour of setting off for the Pennines our yellow and blue GT3s have wound up three other drivers, two of whom have overtaken in stupid places and one who has followed so close it's a surprise his headlamps haven't burned the paint on the 991's back bumper.

That said, the LED headlights on the 991 can be irritating, having a very well defined upper band but 'flashing' when the nose bobs over bumps. In front in the older car, I get used to the delayed flash in the mirrors that confirms I just hit quite a big bump in the 996.

An hour up the A1, we stop to eat and swap cars. Beaumont describes the 991 as a full-on supercar, a view that will ring true for me an hour or so up the road. The seat is just what I expected the 996 to have: a thinly padded, fixed-back shell that, happily, comes with a modicum of leading-edge height adjustment, so I can get the backrest angle I prefer. Mind, these are a £3500 option. The rest of the interior is the height of luxury compared with the plain cabin of the 996, which has more blank buttons than live ones.

The newer engine has a decent amount





of character on start-up but it's not as saucy or layered as the one in the 996 and, oddly, this PDK-equipped car gives a distinct *chuff!* noise from the engine bay every time you depress the throttle to set off. On the move, too, this flat-six sounds less interesting, the engine note more a bassy monotone, and there's an uncomfortable resonance at 2800-3000rpm in top, which is bang on 70mph.

It feels like a great slab of 911 after the 996 – a high-waisted, bulked-out evolution. But, holy moly, when you pin the throttle in the lower gears (actually, any gear, it turns out), the acceleration is sensational. And what tips it over into terrifying is seeing how rapidly the engine spins to 9000rpm and the crazy sound as it gets there – there are moments when the noise is so intense it drills right into your head.

The exit at Scotch Corner is closed so the nav takes us across to our hotel near Alson via the A68, which is an interesting

Above, from left: latest 991.2-gen GT3 features higher rear wing, while engine capacity is now up to 4 litres; dash is evolution of classic 911's, just with some bigger numbers; carbonfibre-shelled bucket seats are a £3500 option, but well worth it

road in the dark. Photographer Aston Parrott is leading in his nippy Skoda long-term, Will is behind him in the 996 and I'm bringing up the rear. The 991 doesn't seem to pitch or roll and, although the ride is firm, it copes easily with everything the road throws at it. There's none of the dance that the 996 demands; no light nose to coax in with a heavy lift or a bit of trail-braking so that you set the balance for the exit. When the 996 brakes for a corner, in the 991 you often don't have to – just guide it in and marvel at the astonishing grip.

Aston takes a wrong turn a few miles out, Will follows and I wait at the junction for them to realise. When they appear again, I lead the way, which gives a

Porsche 911 GT3 (991.2)

Engine Flat-six, 3996cc

Power 493bhp @ 8250rpm

Torque 339lb ft @ 6000rpm

Transmission Seven-speed dual-clutch (option), rear-wheel drive, limited-slip diff

Front suspension MacPherson struts, coil springs, adaptive dampers, anti-roll bar

Rear suspension Multi-link, coil springs, adaptive dampers, anti-roll bar

Brakes Ventilated discs (PCCB option), 410mm front, 390mm rear, ABS, EBD

Wheels 9 x 20in front, 12 x 20in rear

Tyres 245/35 ZR20 front, 305/30 ZR20 rear

Weight 1430kg

Power-to-weight 350bhp/ton

0-62mph 3.4sec (claimed)

Top speed 197mph (claimed)

Basic price £111,802

On sale Now

evo rating ★★★★★

Porsche 911 GT3 (996.1)

Engine Flat-six, 3600cc

Power 360bhp @ 7200rpm

Torque 273lb ft @ 5000rpm

Transmission Six-speed manual,
rear-wheel drive, limited-slip diff

Front suspension MacPherson struts,
coil springs, dampers, anti-roll bar

Rear suspension Multi-link, coil springs,
dampers, anti-roll bar

Brakes Ventilated discs, 330mm front and
rear, ABS

Wheels 8 x 18in front, 10 x 18in rear

Tyres 225/40 ZR18 front, 285/30 ZR18 rear

Weight 1350kg

Power-to-weight 271bhp/ton

0-62mph 4.8sec (claimed)

Top speed 187mph (claimed)

Price when new £76,500 (1999)

Value today £50,000+

evo rating ★★★★★

different perspective. For the next five or six miles, I leave Aston further and further behind but without ever going above 5000rpm or leaning too heavily on the 991's huge reserves of grip. There's little opportunity – or need – to go near the red line and you can only go so fast when you're driving the road 'blind'.

It strikes me that this is just like driving a massively powerful car in the wet; there is such an excess of performance that you can't hope to exploit it, to wring it out, the upshot being that you feel slightly frustrated. All you have to measure your progress against is another car.

Will has been playing himself in gently in the 996, surprised by its fondness for

wandering, even on the A1, then rather shocked by the amount of interaction the 996 chassis demands, and all too aware of its lack of traction or stability control.

'For someone who isn't used to 911s, or at least 911s that actually feel rear-engined, the 996 is initially quite unnerving in a corner,' he later confirms. 'It feels like it wants to oversteer on turn-in, then understeer everywhere else. At night, on patchy, bumpy, wet roads you don't know, it's intimidating.'

Properly wet roads greet us the next morning and I elect to stick with the 991. How does it feel with dampness reducing the grip from those fat, oh-so-sticky Michelin Cup 2 tyres? Very good, is the answer. There's a lot that is so right about this car. It might look a lot bulkier than the 996 but, while the power has gone up by almost 40 per cent, from 360 to 493bhp, the mass has increased by just six per cent, from 1350 to 1430kg. The

Below, from left: everything you need, right where you need it; classic 3.6-litre flat-six has bags of character and offers more than adequate thrust; Comfort-spec seats short on lateral support, but you can call on a harness to hold you in place





‘GETTING BACK INTO THE 996 AFTER A GOOD STINT IN THE 991 REALLY IS LIKE STEPPING BACK IN TIME’

bottom line is the 996 GT3 has a power-to-weight ratio of 271bhp per ton while the 991 boasts 350. Which is telling.

As the 996 GT3 is an enhanced version of the 996 Carrera, so the 991 is an enhanced version of the plain 991 Carrera, which is the least 911-like 911 yet made. Each evolution of the 911 has attempted to capitalise on the advantages of the rear-engine layout while reducing its negative effects, and with the 991 this has reached the point where the car no longer feels like it has the mass of an engine hanging out beyond the rear axle. Yet the traction says it is. Equally, rarely do you get the sensation that the front end is light and is carrying significantly less of the load; the 991 doesn't pitch and roll, squat and dive to any degree that reveals where its masses lie.

Straight after the 996, this feels odd, but after a few good miles you pick up on the traces that still exist, and turning off stability and traction control for low-speed shenanigans reveals the truth of its

layout. The wet surface lets the rear step smoothly out of line, the instant delivery of the flat-six allows precise control, and the weight distribution means you're still getting good drive even when the tail is kicked out.

Getting back into the 996 after a good stint in the 991 really is like stepping back in time. The initial sensory impact is from the heft of the controls, closely followed by the noise and the physics lesson at each bend. It might feel a bit vague in a straight line and understeery in tight corners, but on a challenging road everything snaps into sharp focus, and the feedback through the seat of your pants and the steering lets you know when you've got it just right. It is utterly beguiling.

Beaumont is now a huge fan. 'You long for straights in the 991 to stretch the engine to 9000rpm. In the 996 you long for well-sighted corners where you can have a go at mastering its quirks. You might mess up the entry with understeer or the exit with a bit too much oversteer,

but that only makes you want to find more bends to have another stab at it.'

Knowing how to drive a 996 also serves you well in the 991. You don't have to go to its limits to make incredible progress but I reckon you should be aware of what's going on, which laws of physics are being disguised, because they will reassert themselves if things get... sketchy.

In isolation, both of these GT3s are exceptional drivers' cars, and mostly for the same reasons. Spend time in either and you acclimatise to their abilities and characteristics; you dial in and exploit; you seek and are rewarded. They both ride well, have charismatic engines and deliver tremendous performance from a relatively small package. The 991 has just enough of the old 911 character to engage and entertain. And the 996 GT3? In comparison, it's off the scale, double-concentrated, and just as fast as you want or need it to be, too. **x**

Big thanks to RPM Technik for the 996 loan.



POWER CORRUPTS



THE SHELBY SUPERSNAKE

WWW.BILLSHEPHERDMUSTANG.COM



Bill Shepherd Mustang is the sole licensed Shelby Mod Shop for Europe, and offer UK Mustang upgrades to:

SHELBY GT - Up to 650hp

SUPERSNAKE - 800hp


We also offer:

AFTERMARKET PERFORMANCE PARTS

Exhausts, suspension, superchargers, cold air intakes, tuning and much more.

**BILL SHEPHERD
MUSTANG**



A photograph of a bright orange Nissan GT-R driving on a paved road. The car is in motion, with a blurred background of a steep, brownish-green hill. The car's license plate is 'DY66 UOP'. The front of a white car is visible on the right side of the frame.

by STEVE SUTCLIFFE

PHOTOGRAPHY by STEPHEN HALL

QUATTRO VERSUS GODZILLA

*Both these cars redefined all-road all-weather performance.
But could a 1989 Audi possibly teach today's GT-R any tricks?*





I S IT POSSIBLE, I WONDER, to write this feature comparing the merits and similarities of the Audi Quattro 20V and its latter-day equivalent, the latest 2017 model year Nissan GT-R, without mentioning the phrase *Vorsprung durch Technik*? Oh well, there you go. Failed already.

Yet Audi's much-parodied marketing mantra epitomises what this particular comparison is all about. Created in the early 1970s, then dropped quietly a few years later before being resurrected so memorably in the '80s to advertise the then-brand-new Quattro among other four-wheel-drive Audis, it is the very meaning of *Vorsprung durch Technik* – progress through technology – that so obviously links Quattro 20V to GT-R.

Both represent cutting-edge technical genius on the part of their respective manufacturers, albeit expressed in a somewhat different way and separated by nearly three decades. Both cars, ultimately, are led by technology. And both cars, in their own way, pretty much obliterated any sort of competition when they were first introduced.

I can remember their impact vividly because I was present for the launches of both vehicles. Yes, I really am that old. As a wide-eyed road tester working for *What Car?* magazine in the late 1980s, I somehow found myself at the premiere of the Quattro 20V in 1989, and subsequently spent the thick end of a week in one in the UK. And it was an experience I will never, ever forget. The car was that good, that quick, that special.

A couple of decades later, I was at the Sendai Hi-Land Raceway in Japan, where the very first of the current breed of R35 GT-Rs were being introduced to the world's press. And I distinctly remember having similar feelings about this car to the ones I'd had about the 20V Quattro back in its day: that it could do things that other cars at this price level simply could not do. That it could stop for, go around, and then accelerate out of corners in a way that shouldn't really be possible in a car that wears number plates and has four seats and a decent-sized boot.

Both cars, at their introduction, blew my mind, quite frankly. And now here we are again, almost 30 years after the





Left and above: in 1989, the Quattro's 217bhp seemed plenty; today it's monstered by the GT-R's 562bhp. **Top and top left:** the Audi still pulls well – and handles, too, but it can't touch the GT-R's stupendous cornering speeds

20V Quattro exploded onto the scene and fully ten years since that original December 2007 launch of the R35 GT-R, and I absolutely cannot wait to put these two together. To drive them back-to-back over the same roads, just to see.

Weirdly enough, I'm already familiar with both of these particular examples. The Nissan you see here is my current Fast Fleet machine and I've done heaps of miles in it now and love it to bits. The Pearl White Quattro, on the other hand, is part of Audi's heritage fleet and, guess what, I've already done lots of miles in this car as well, albeit a long time ago, in a galaxy far, far away...

Squaring up to one another in a Welsh hillside car park, the GT-R absolutely dwarfs the Quattro physically. Back in the day, I remember thinking that the Audi looked impossibly tough, especially around its rear haunches. It was a big, intimidating car relative to most other stuff around at that time. In 1989, it really did seem like it was king of the road, dynamically, physically, and actually.

But it looks positively dainty today, almost to the point of appearing to be a

bit weedy beside the kraken of a car that is the GT-R. The Quattro's 15-inch wheels seemed to fill those blistered arches quite perfectly in its heyday, but now they look small and insignificant and just nowhere near big enough beside the Nissan's 20-inch alloys and ultra-low-profile tyres that come seemingly within a millimetre or two of scraping the wheelarch liners, even when the car's at rest.

Here's the thing, though: the Quattro's stated kerbweight in 1989 was a mere 1350kg, whereas the Nissan's today is a whopping 1752kg. That's not far off an entire Caterham's worth of weight difference, and you can see it with your own eyes when they are side by side.

And yet, of the two, it's the Quattro that has by far the more interior space. You could carry four adults with no problem whatsoever in the Audi. To do so in the Nissan you need to put the big electric front seats all the way forwards, which makes driving it impossible, and then take a chainsaw to remove the lower parts of the rear passengers' legs. And remember, the Audi is around 30cm shorter than the Nissan as well. So being 28 years younger

***'BETWEEN 2000
AND 4500RPM
THE QUATTRO
20V STILL FEELS
GENUINELY POTENT'***



hasn't done much for the packaging of the GT-R, which is effectively a two-seater with an extra bit of space for luggage (in addition to the admittedly enormous boot) behind the front seats.

Anyway, initial impressions on their relative size and packaging successes are one thing, but driving them is what we're here to do, and with both cars there is so much to savour. I plump for the Audi first because I haven't even seen one of these things in the last ten years, let alone sat in one or, better still, driven one.

The moment you start to engage with the Quattro, it feels both lovely but also undeniably old and antiquated. Even just a simple pull on a door handle reminds you of yesteryear. The handle itself looks and feels from another era – cold but strangely pleasing to the touch – and there's actually something called a key that you need to insert to open the door if it's locked. And when you pull on the handle it kind of clanks in your hand, then the door itself feels light and peculiarly insubstantial as you pull it open.

Which is the exact opposite to the way I remember the door of a 20V Quattro feeling in 1989. Back then, this car felt impossibly strong and well-made alongside everything else that was on sale, but progress – or more to the point the obsession with safety features – means the door of almost any modern car feels meatier than that of an Audi Quattro. And I'm not sure whether that's a good or a bad thing on balance.

Climb inside the Audi and the sense of antiquation becomes even more marked in certain areas. Like the driving position, and the seats, and the unlit Blaupunkt stereo, and the sliding heater controls, and the indicator stalks that feel as though they are breaking slightly every time you use them, and the fact there are bumps in the floor, due to the addition of dual catalyst exhausts.

The driving position itself is a bit of a shocker to be honest, but chiefly because I don't remember it being anywhere near this bad in terms of how far offset the steering wheel is relative to the pedals. The centre of the wheel is directly in line with the clutch pedal, so it feels rather as though you're driving the car from the wrong seat. And the pedals themselves



are all heavy and clumsy in operation (always were in Audis, and for a long time after this). There's a distinctive aroma, too: a mix of oil, fuel and damp carpets; the smell of a 30-year-old car, essentially, even though this one has been looked after as well as any.

It's the digitised instruments that are the most dating feature of all, though. They were cutting edge in their day, but now – like many things that were once deemed revolutionary – they appear embarrassingly archaic. They look like they were designed by the same person who created the sets for *Blake's 7*, and you can't help but smile the first time you twist the key in the ignition and they light up in front of you, glowing red-on-black, much like a Casio watch from 1978.

Normally you'd expect things to go from bad to worse when you start driving a car of this age, but the opposite turns out to be the case in the Quattro 20V and it's a cause of genuine delight. This one's covered 80,000 miles but is in fine fettle, and the turbocharged motor itself feels sweet as a nut. It's pretty much

how I remember it, in fact, with a lovely, smooth refinement to it on tickover and a strange absence of the five-cylinder thrum you'd expect. The 20V versions never had that, though, instead being quieter, more efficient and more powerful than the earlier cars.

In this day and age, 217bhp from a 2.2-litre five-cylinder engine is nothing special, let's face it, but back then it was pretty tasty, and even in 2017 the Quattro still feels decently brisk – and impressively lag-free – when you open it up. True, the clutch is ridiculously heavy and the gearchange is far too long-winded (again, always was) but the way the 20V goes is still not to be sniffed at, especially between 2000 and 4500rpm where it still feels genuinely potent.

I have to admit I wasn't expecting that. After the GT-R that I'd arrived in, I thought the Audi would feel hopelessly undercooked in terms of pure, straight-line acceleration, but no; it still feels lively and energetic and crisp in its delivery – to a point where I reckon it could still live with something like a Golf



Left: Quattro's digital dash looks very dated, although it adds retro cool. Not so charming is the driving position. The Audi was once a tech geek's dream; GT-R (right) shows how far we've come

GTI today. Which might not sound like the statement of the year but is actually pretty surprising if you think about it, given the rate of progress in recent times.

It even steers quite sweetly, and goes round corners with a fair bit more precision than I was expecting, even if it does feel its years when it comes to outright grip levels and damping over our test route's worst imperfections, of which there are many. It doesn't feel glued to the tarmac in the way it did in 1989, nothing like, but neither does it feel as though it will roll over itself and fall off the road if you drive it quickly, which is how most cars from this era now feel, especially when compared with their modern equivalents (doubly so when that modern equivalent is a GT-R).

Fact is, I find myself driving the 20V Quattro harder than I thought I was going to over this road, and it behaves better than I thought it would. In many areas it really does feel like a relic, never more so than in its front seats, which appear to provide no support whatsoever when you're travelling a bit, whereas as I remember them feeling so incredibly sporting way back when. But on the move, and simply to drive, it still feels remarkably tidy. In fundamental terms, it is still a surprisingly well sorted car, one that goes and grips and steers a whole lot better than I expected it to all this time after it was invented.

And it also still happens to look rather lovely in the metal, perhaps especially so in 2017. Not as mean and muscular and naughty as it did when Brit designer Martin Smith first unveiled his work of genius to the world back in the 1980s, no, but it still looks right. Still looks fundamentally correct in all its proportions. Still looks great, all these years later, even beside a 2017 model year Nissan GT-R.

And so what does the Nissan feel like after spending the thick end of a day behind the wheel of the car that provided

much of the inspiration for its very being? Like a car from a different solar system, if I'm brutally honest. Mostly that's a good thing and represents progress on Nissan's behalf.

The 562bhp GT-R is massively faster and more capable than the Quattro, of course it is. It also feels much more expensive and luxurious and modern inside. It has everything you could ever wish for in terms of specification, with multi-adjustable air con, electric motors that move the seats, multiple data-logging facilities in its computerised infotainment screen, satellite navigation, a stereo that will make your eardrums explode if you want them to. And it feels like a hugely more sophisticated car than the Quattro as a result.

But there are aspects of the GT-R that you do wonder about, have always wondered about, and driving the Quattro 20V beside it brings those aspects more sharply into focus than ever before. They are, very simply, its size, its weight and its frankly ridiculous packaging.

Spending a day with the Quattro has made me wonder more than ever if the GT-R really needs to be as big and heavy as it is, given how much space inside it categorically doesn't have. And the answer is no, it absolutely does not need to be this huge, or this heavy.

So, even 30 years later, the Quattro is still serving up lessons to the rest of the car world, and I suspect it's one of those rare cars that we will continue to learn from as time goes by – including the magicians who design and build the modern-day legend that is the Nissan GT-R. It's always good to remember: just occasionally less is more, even in a car that is led by technology. ✕

Right: boxed arches – the work of British designer Martin Smith – gave the Ur-Quattro real presence back in the late-'80s. Today it looks almost dainty beside the GT-R. Which begs the question, did the Nissan have to be quite so big and bulky?

'30 YEARS LATER, THE QUATTRO IS STILL SERVING UP LESSONS TO THE REST OF THE CAR WORLD'



Nissan GT-R (2017MY)

Engine V6, 3799cc, twin-turbo

Power 562bhp @ 6800rpm

Torque 470lb ft @ 3600-5800rpm

Transmission Six-speed dual-clutch, ATTESA E-TS four-wheel drive, rear LSD

Front suspension Double wishbones, aluminium upper links, coil springs, adaptive dampers, anti-roll bar

Rear suspension Multi-link, aluminium upper links, coil springs, adaptive dampers, anti-roll bar

Brakes Ventilated discs, 390mm front, 326mm rear, ABS, EBD, Brake Assist

Wheels 9.5 x 20in front, 10.5 x 20in rear

Tyres 255/40 R20 front, 285/35 R20 rear

Weight 1752kg

Power-to-weight 326bhp/ton

0-62mph 2.7sec (claimed)

Top speed 196mph (claimed)

Basic price £79,995

On sale Now

evo rating ★★★★★

Audi Quattro 20V

Engine In-line 5-cyl, 2226cc, turbo

Power 217bhp @ 5900rpm

Torque 228lb ft @ 1950rpm

Transmission Five-speed manual, four-wheel drive, Torsen centre diff, rear LSD

Front suspension MacPherson struts, lower wishbones, coil springs, telescopic dampers, anti-roll bar

Rear suspension MacPherson struts, lower wishbones, coil springs, telescopic dampers

Brakes Ventilated discs, 280mm front, 269mm rear, ABS

Wheels 8 x 15in front and rear

Tyres 215/50 R15 front and rear

Weight 1350kg

Power-to-weight 163bhp/ton

0-62mph 6.3sec (claimed)

Top speed 144mph (claimed)

Price when new £32,995 (1989)

Value now £40,000+

evo rating ★★★★★



UP TO THE CHALLENGE?



It set a Ring lap record, but how does Lamborghini's Huracán Performante compare with its road-racer forebear, Ferrari's sublime Challenge Stradale?

by ADAM TOWLER

PHOTOGRAPHY by ASTON PARROTT



WHEN FERRARI LAUNCHED the 360 Modena in 1999, the junior supercar was suddenly not so junior any more. At the 2003 Geneva show, the firm followed up with something even more special: a road car that effectively channelled the genes of the 360 Challenge one-make race car (with nods also to the 360 N-GT and 360 GTC FIA GT Championship racers). It was called the 360 Challenge Stradale and, bar the very-limited-run 348 GT Competizione, was nothing less than the first Ferrari road-racer since the F40.

There was something else motivating Ferrari, too: while the firm didn't intend its wealthy clientele to buy a 360 CS then strip it down and prep it for Le Mans, it did envisage the CS making it onto the trackday scene – one that was becoming ever more prevalent at the time and one that Ferrari needed to cater for.

All of which makes the 360 CS the genome for a particular genetic strand of supercar: lighter, angrier, honed for the track but still road-legal. It's a niche that's been thoroughly explored over the past 15 years by those great rivals from Maranello and Sant'Agata Bolognese, but recently also by Woking's finest in

the form of McLaren's 675LT and 570S Track Pack. Unequivocally, though, with the Huracán Performante we have the current ultimate of the species, with the Nordschleife credentials to support it.

The last time I drove a 360 Challenge Stradale, I was still in my 20s (sadly the somewhat distant past). The car was yellow with stripes, and the number plate looked like something knocked up in the Maranello factory crèche with marker pens. It was the first Ferrari I'd ever driven – a 360 CS press car in Italy, no less – and I'll freely admit to being intimidated in the extreme. It was so loud it made bystanders jump when it fired up, and the whole car seemed to tingle with a barely contained pent-up rage.

Fast forward to a windy but just about dry Bedford Autodrome and, while the Stradale's stats pale in comparison with those of the Lamborghini parked alongside, its aura still captivates all who pass near. Let's be honest: there are five-star **evo** cars and there are five-star **evo** cars. The Stradale is **evo** royalty.

This CS set the blueprint for the type: highly tuned engines, advanced electronics, bespoke tyres, extreme aero, and weight loss via the removal of

extraneous items and implementation of exotic materials. All would be core attributes of the hardcore supercar in the years to follow. Three seconds faster around Fiorano than the standard car was the objective; 3.5sec was the result.

Not that the Ferrari screams about its intentions: there is no towering rear wing raised high in the slipstream; no 'canards' festooning the nose. The CS's enhancements are subtle but no less effective. Post Stradale, the standard 360 looks a bit undefined, lofty, timid. The CS's lower front air dam, deeper sides and subtly raised rear deck contributed to a 50 per cent increase in downforce, meaning 40kg more of the invisible force at 124mph. Useful, but comically small-fry when you consider the Performante has 750 per cent more downforce than the standard Huracán...

Given that the power increase would be minimal over the standard car, Ferrari knew weight loss was going to be the most effective way to increase performance. In the ideal lightweight specification, that reduction is 110kg – 'ideal' including the lightweight bucket seats, Lexan side windows with pull-back openers, and no radio. There are too many details to list



here, but the fact that the interior is bare aluminium underfoot, the floorpan is carbonfibre (50 per cent lighter) and the wheel bolts are titanium gives you some idea. A kerb weight of just 1280kg means the CS sits exactly halfway between the regular 360 and the Challenge race car (1170kg with fluids) in terms of mass.

The Stradale also has the final incarnation of Ferrari's original Dino-series V8, first seen in the 308 GT4 of 1974 and used in everything from Mondials to the F40. Blueprinted for use in the CS, with a slight rise in the compression ratio, reduced internal friction, polished intake ports and new intake and exhaust systems, it makes 420bhp (up 26bhp on the regular car, although some would say more given the Modena's optimistic quoted power) at 8500rpm.

If there was something reassuringly traditional about the CS's engine tuning, the transmission was decidedly modern. Ferrari, originator of the single-clutch automated manual during the 1989 F1 season, was quick to adopt two pedals in its road cars, and there'd be no manual alternative for the CS, though it does seem quaint today that Ferrari boasted of changes in Race mode 'as quick as 150ms',

along with a separate Launch mode.

There's more to impart about the Challenge Stradale, a lot more, but now is the time for driving – I simply cannot resist it any longer. And let's get the obvious out of the way first: if there's one thing that makes the CS feel old, perhaps even older than its 14 years, it's that gearbox. None of us who drove it in its heyday could have imagined that there would be 'boxes like the Performante's just over a decade into the future.

The nicest thing you can say about the Stradale's Magneti Marelli single-clutch affair is that its crudity requires a level of interaction the driver of the new car simply wouldn't comprehend; the cruellest is that, as with the BMW E46 M3 CSL, it's a flaw that today comes close to ruining a near-perfect car, and that the desire to experience it with a manual 'box is almost overwhelmingly strong.

No matter. Wedged into the Stradale's bucket seat, you feel the whole car tremor at idle with the energy of the V8. Pulling away I learn there are expansion joints on the Bedford track that I never knew existed: the CS tells you absolutely everything, and I mean everything, about the surface beneath you. Editor Gallagher

***'WEDGED INTO
THE STRADALE'S
BUCKET SEAT, YOU
FEEL THE WHOLE
CAR TREMOR AT
IDLE WITH THE
ENERGY OF THE V8'***

Below left: massively more power, grip and downforce mean Performante monsters Stradale around Bedford, but you have to be right at the top of your game. Ferrari (below) communicates clearly and slides progressively





**'THE
PERFORMANTE
OFFERS A
COMPLETELY
DIFFERENT
DRIVING
EXPERIENCE,
BUT ONE THAT'S
EVERY BIT AS
INVIGORATING'**

puts it best: 'Assisted by its cab-forward driving position, it's as though you have the palms of each hand resting on the top of each tyre.' There's a lightness of touch, too – in the steering, the way the car rides bumps, changes direction. It's a nimbleness that helps it shrink around you, makes it less intimidating. And when the tail begins to slide, it does so progressively, communicating clearly.

Select Race – the CS's simplicity is very appealing, in contrast to the Huracán – and the gearshifts are quicker, while the surprisingly pliant ride firms up. It's almost too much out on the road but, flying along between the hedges, you are totally immersed in the Stradale experience, the unfiltered sensations of air rushing over the car, debris being flicked up and, most of all, that engine getting to work.

It's not terribly fast if you keep the revs low, but around 4500rpm it wakes up, both in terms of acoustics and energy. Jump on the throttle now and the intake flaps crack open so aggressively the sound is like a pair of Samurai swords being scraped together. And what engine noise: a brutal, tearing howl as the CS leaps forward. Hit the left-hand pedal

and it's replaced by the roughness of the superbly effective carbon-ceramic brakes, donated by the Enzo and like two sheets of industrially abrasive sandpaper being rubbed together. Gearbox and all, it's one of the most exciting, absorbing, desirable cars I think I've ever driven.

The Stradale was followed by the even more outrageous 430 Scuderia, which upped the ante for power (503bhp), aero and, most notably, the electronics for the gearbox and the chassis. Then there was the 458 Speciale, the ultimate incarnation of the high-revving, naturally aspirated lightweight Ferrari road-racer.

It took a while before Lamborghini decided to play Ferrari at its own game. The Gallardo was an altogether different proposition when its meaty V10 and all-wheel drive appeared towards the end of the 360 Modena's production life. It wasn't until 2007 that Lambo unleashed its own 'CS' in the form of the raw, raucous Superleggera (up just 9bhp on the regular Gallardo but 100kg lighter), following it up with a Mk2 version in 2010, the Spyder Performante and even more aggressive Super Trofeo Stradale a year later, and finally the Squadra Corse of 2013. And now we have this matt orange and

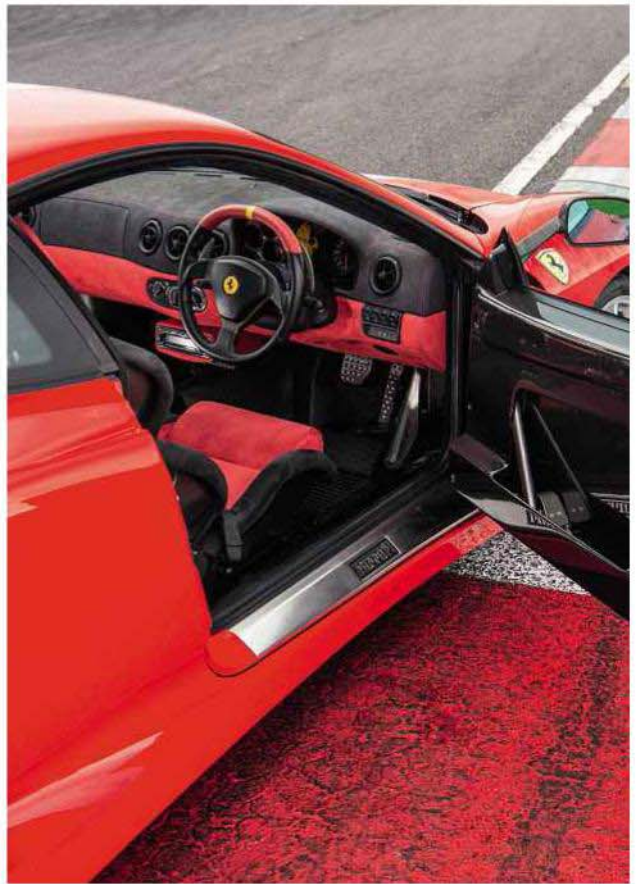
Above: both cars excel equally on road and track, but 14 years is a long time at the cutting edge...

Opposite: both cabins major on Alcantara and carbonfibre with clear evidence of weight-saving; both engines are marvels of internal combustion

bleached bronze animal parked before us: the Huracán Performante.

Initially, the Performante seems true to type. It is lighter than the base car, albeit by only 40kg this time, thanks to extensive use of carbonfibre – in this case the 'forged' variety, using chopped fibres in a resin, which looks curiously like black mahogany. Inside and out, it feels consciously styled, unlike the purely functional CS, from the flip-up starter button 'protector' to the extravagance of its exterior forms. It works hard for your attention, and inevitably gets it.

On road or track, the Performante offers a completely different driving experience to the Stradale, but one that's every bit as invigorating. As with the CS, and despite all the other tech on show, the Lambo is defined by its engine, although again their characters are very different. The gains on paper over the standard V10 are small, an additional 29bhp meaning a peak of 631bhp at 8000rpm, but if the



Ferrari 360 Challenge Stradale

Engine V8, 3586cc **Power** 420bhp @ 8500rpm **Torque** 275lb ft @ 4750rpm
Transmission Six-speed automated manual, rear-drive, limited-slip differential
Front suspension, front and rear Double wishbones, coil springs, adaptive dampers, anti-roll bar **Brakes** Ventilated carbon-ceramic discs, 380mm front, 350mm rear, ABS
Wheels 9 x 19in front, 13 x 19in rear **Tyres** 225/35 R19 front, 285/35 R19 rear
Weight 1280kg **Power-to-weight** 333bhp/ton **0-62mph** 4.1sec (claimed)
Top speed 186mph (claimed) **Price new** £133,025 (2004) **Value today** £150,000+

evo rating ★★★★★

Lamborghini Huracán Performante

Engine V10, 5204cc **Power** 631bhp @ 8000rpm **Torque** 442lb ft @ 6500rpm
Transmission Seven-speed dual-clutch, four-wheel drive, rear limited-slip differential
Suspension, front and rear Double wishbones, coil springs, adaptive dampers (option)
Brakes Ventilated carbon-ceramic discs, 380mm front, 356mm rear, ABS, EBD
Wheels 8.5 x 20in front, 11 x 20in rear **Tyres** 245/30 R20 front, 305/30 R20 rear
Weight (dry) 1382kg **Power-to-weight (dry)** 464bhp/ton **0-62mph** 2.9sec (claimed)
Top speed 201mph+ (claimed) **Basic price** £215,000 **On sale** Now

evo rating ★★★★★

regular 5.2-litre lump is bombastic, then the Performante's motor is an early-days Prodigy gig crammed into your garden shed. I am convinced that in years to come we'll look back at this era and wonder how an engine as visceral, tuneful and soulful as this was actually offered for sale.

Much as with the CS, we can thank time-served tuning for the V10's additional focus, with revised intake and exhaust systems, titanium valves and the use of fluid dynamics software to improve gas-flow. Its war cry when closing in on 8000rpm must shatter fine bone china in the next county, but I also love how, in Strada mode with the exhaust valve closed, the intake rasp between 3000 and 4000rpm sounds as though the engine's gargling with razor blades. I haven't heard airbox music like that since the aforementioned CSL.

Performance? How about 0-62mph

in 2.9 seconds, or 0-124mph in just 8.9? Even with just a delicate smear of throttle, the Performante makes its way down a road like a Cruise missile at low level, daring the driver not to brake for the oncoming corner. And, when you do, it claws furiously at the tarmac.

But what really propels the Performante to the pinnacle of this particular genre is its aero – or, in Lamborghini speak, Aerodinamica Lambo Attiva (ALA). It's an active aero package that manipulates the flow of air for either maximum downforce or drag reduction, depending on how and where the car is travelling. It is this, along with the huge strides in tyre performance, that surely make that 6:52.01 lap time at the old Nürburgring possible. As a comparison, *Sport Auto* magazine timed the 360 CS at 7:56 back in 2004. Whatever else their respective merits, the Ferrari wouldn't see which

way the significantly heavier Lambo went at the Green Hell.

Back on UK roads, it's hard to judge exactly how much difference ALA is making. Certainly, the car feels very stable, but most of all it simply feels overwhelmingly fast. So colossal is the scope of the Performante's performance envelope that it is unfeasible to deploy very much of it – or, at least, a lot of it for very long. Is this the reality of technology chasing ever-decreasing lap times? That isn't meant as a criticism of the Performante per se, or Lamborghini even; it's what the market seems to demand.

Thankfully, even at 40 per cent effort, a Performante is a wonderful thing. You notice the polish in its steering first – a fluid, oily quality and precision almost entirely absent from the standard Huracán. The ride in the softer Strada setting is spookily good, too.

Few things turn into a corner like a Performante hooked up with the road's surface, such is the extraordinary front-end grip on offer, while traction, with the benefit of four-wheel drive, is massive. You can still feel the chassis working, shuffling torque, its attitude adjustable with the throttle. On the circuit, however, while the Lambo's limits are way beyond the Stradale's, there's plenty of evidence that it will be a lot less tolerant once it does slide, requiring quick correction and careful balancing on the throttle. That said, and leaving the additional performance to one side, you wish every Huracán drove this well.

So Lamborghini produces arguably the world's greatest current hardcore road-racer, though the competition with Ferrari inevitably rumbles on. There will be a harder, lighter, faster 488 GTB – we may have inadvertently seen it already (see page 52). As for this pair, they're so different but bristling with the same spirit: the Ferrari a gossamer approach to hardcore, the Performante a true raging bull in every sense. Magnifico. ☒

Thanks to James and Nick Barke for the 360 Challenge Stradale.



ADDING **DRAMA** TO LAMBORGHINIS SINCE 2002



Huracan Upgrades

- Remote-controlled derestricted exhaust releases the V10's engine note
- Complete carbon fibre accessory programme: side skirts, front splitter, air intake surrounds, rear wing and rear diffuser assembly
- Lightweight colour-coded forged wheels
- KW sport suspension options



www.scuderiaparts.com

+44 (0)1784 605 313

Upgrade your Huracan with a Carbon Engine Bonnet: Gorgeous and Incredibly Striking!

- The main bonnet is made from 100% carbon fibre in-house at Capristo's German factory. It features Aventador-style slatted glass panes and two vanes running down the centre of the slats.
- The bonnet can be ordered in a variety of finishes: gloss or matte visible carbon fibre, primed for painting (interior, exterior or both), or pre-painted by us (interior, exterior, or both).

Aerodynamics • Brakes • Engine Upgrades • Sports Exhausts • Suspension • Wheels



WINNER OF THE
QUEEN'S AWARD 2016



scuderia 
c a r p a r t s

Official Distributors For:

BRABUS **NOVITEC**

Capristo  **HAMANN**

VÖRSTEINER **cargraphic**

8 High Street, Egham, Surrey, TW20 9EA, UK • sales@scuderiaparts.com

Lamborghini • Porsche • Ferrari • Maserati • Bentley • Mercedes • Rolls Royce • BMW • Aston Martin • Audi • Range Rover



THE COMPLETE SERVICE

Offering everything from a routine service to bespoke modifications, performance engineering with style is as much part of our DNA as our passion for **all things Porsche**.

PARR
SPECIALISTS IN PORSCHE

THE PERFECT PARTNERSHIP FOR YOUR PORSCHE.

5 The Faraday Centre, Faraday Road,
Crawley, West Sussex RH10 9PX
+44 (0) 1293 537 911

   www.parr-uk.co.uk

 **cargraphic**

Official TECHART Partner in Southern England
and Official importer of CARGRAPHIC Tuning
Products to the UK.



“

I have sold five cars via SOR with RPM Technik and they have always achieved the best possible price with zero hassle. I couldn't recommend them highly enough.”

Chris Smiddy

Selling your Porsche does not need to be painful. Sit back and relax safe in the knowledge that we have been selling Porsche via Sale or Return (SOR) or Outright Purchase since 2005.

Contact Greig today for more information.

RPM Technik

+44 (0)1296 663 824
www.rpmtechnik.co.uk
Tring, Hertfordshire, UK



Market

DEEP DIVE



PORSCHE BOXSTER (987)

The 987 Boxster is one of the most coveted sports cars of a generation,
but do you know your RS 60 Spyders from your Design Edition 2s?

Immerse yourself in our Deep Dive to find out

by Bob Harper



THE ORIGINAL BOXSTER WAS A huge success, opening up the marque to a host of new customers, so when the second-generation version arrived in late 2004 it wasn't a surprise that it followed a similar formula. While the 987 Boxster retained only 20 per cent of the 986's DNA, it looked similar, even despite the new car's exterior being influenced by the recently launched Carrera GT.

The entry-level 987 carried over the 2.7-litre flat-six from the 986, but with power increased to 237bhp and torque to 199lb ft (up 13bhp and 7lb ft respectively); 0-62mph took 6.2sec – 0.2sec quicker – and there was a more prominent soundtrack, too. For the Boxster S the 3179cc flat-six was retained but now had 276bhp and 236lb ft (up 20bhp and 7lb ft), making it good for

0-62mph in 5.5sec. These figures were with the standard manual gearbox (five-speed for the non-S, six-speed for the S and optional on the 2.7), but a five-speed Tiptronic was available on both models.

The non-S 987 came with 17-inch wheels, the S with 18s (19s were an option) and both cars were equipped with PSM (Porsche Stability Management). An extensive options list included Porsche Active Suspension Management (PASM), Porsche Ceramic Composite Brakes (PCCB) and a Sport Chrono Package for a faster engine response.

In March 2006 a Sport Design Package could be added – front spoiler lips, a modified rear wing and a rear diffuser – while in August both models were given a mild power upgrade. VarioCam Plus valve control endowed the basic car with

242bhp (shaving 0.1sec from its 0-62mph time), while the S saw a more substantial 15bhp gain (bringing it up to 291bhp) thanks to the 3.4-litre engine from the Cayman S. This engine also increased the S's torque to 251lb ft and cut its 0-62mph time to 5.4sec. At the same time a revised Tiptronic S transmission was added to the options list, while the coolant and oil fillers were made more accessible too.

The first of the 987-generation special-edition models arrived in March 2008: the RS 60 Spyder, an homage to the 1960 718 RS 60 Spyder. Distinguished by a unique front spoiler, GT Silver metallic paint and 19-inch Porsche Sport Design alloys, it had a modified sports exhaust and an output of 299bhp. PASM was standard, as was a red leather interior and red hood, although there was the

PORSCHE BOXSTER 987 TIMELINE



November 2004
Boxster and Boxster S



March 2006
Sport Design Package



August 2006
Power upgrade for both models



March 2008
RS 60 Spyder



Left: the 987 as it began, in regular and S forms. **Above:** RS 60 Spyder of 2008 gained distinctive 19-inch wheels and a red interior and hood. **Above right:** the sought-after Spyder of 2010. **Top:** the all-black Black Edition was the last limited-run 987

option of dark grey leather in conjunction with a black roof. Just 1960 were built.

September 2008 saw the introduction of another special edition, limited to just 500 units: the snappily titled Boxster S Porsche Design Edition 2. It used the 299bhp engine from the RS 60 and was finished in Carrera White paint.

Nothing shouts 'new model coming' quite so loud as a couple of special editions, so it wasn't a surprise when the Gen 2 987 was announced in late 2008. The biggest news was all-new engines, also seen in larger form in the 997.2 911. The non-S Boxster now had a 2.9-litre unit with 251bhp and 214lb ft, while the 3.4 in the S gained direct injection to give 306bhp and 266lb ft. Performance was improved, with 0-62mph times of 5.9 and 5.3sec respectively, and the engines did without the problematic intermediate shaft of the previous units. The six-speed manual was now standard on both cars and a seven-speed PDK was introduced

in place of the Tiptronic. Steering and suspension were tweaked, wheels grew in width, PSM was revised and a limited-slip differential was offered, too. The styling was also updated, but the changes weren't radical, with a new headlight design (bi-xenon lights were offered for the first time) and LED rear units.

In early 2010 the Boxster Spyder arrived. Designed to sit above the S, it was a lighter by 80kg (at 1275kg) and had a 316bhp version of the 3.4-litre flat-six. The styling was mildly revised, particularly at the rear, with an elongated rear panel and a speedster-style fairing

to cover a basic hood. Along with the weight-saving measures (a primitive manual roof, aluminium doors and engine cover, carbon bucket seats) was a chassis lowered by 20mm, a wider track and an LSD. The price was a hefty £46,387, but it was worth it.

The last 987 model was the limited-run Boxster S Black Edition. It used the Spyder's 316bhp engine and 19-inch alloys and, as per its name, featured black paint, upholstery and trim. It launched in 2011, with just 987 examples being produced, and the following year the 987 was replaced by the all-new 981.

FIRST AND LAST

BOXSTER (2.7)

Engine	Flat-six, 2687cc
Max power	237bhp @ 6400rpm
Max torque	199lb ft @ 4700-6000rpm
Weight	1370kg
Power-to-weight	176bhp/ton
0-62mph	6.2sec [claimed]
Top speed	159mph [claimed]
On sale	November 2004
Price new	£32,320

BOXSTER S BLACK EDITION

Engine	Flat-six, 3436cc
Max power	316bhp @ 7200rpm
Max torque	273lb ft @ 4750rpm
Weight	1355kg
Power-to-weight	237bhp/ton
0-62mph	5.2sec [claimed]
Top speed	170mph [claimed]
On sale	March 2011
Price new	£47,426



September 2008
Porsche Design Edition 2



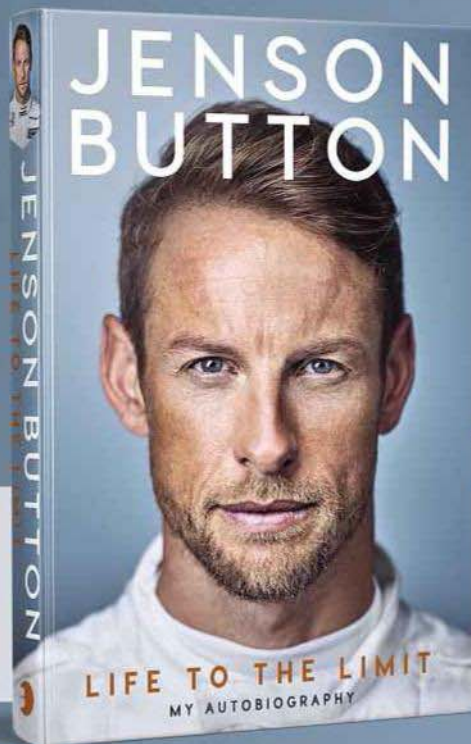
February 2009
Gen 2 models launched



March 2010
Spyder



March 2011
S Black Edition



“WHEN YOU WIN A GRAND PRIX,
IT'S A FEELING OF PURE ADRENALINE
AND EXCITEMENT...”

WINNING A WORLD CHAMPIONSHIP IS
DIFFERENT, THE PRIMARY FEELING
THERE IS RELIEF.”

An intimate, reflective and amusing look at
my life on - and off - the track.

OUT NOW
AVAILABLE IN HARDBACK

Available from
Waterstones

Subject to availability. Selected stores only.

Legendary Brakes for Legendary Cars

Make	Model	Yellow Front	Yellow Rear	GD/USR/BSD Disc Front	GD/USR/BSD Disc Rear
Ford	Fiesta ST Mk7	£94.16*	£67.09*	£146.28*	£73.61*
Ford	Focus RS Mk1	£149.45*	£67.09*	£189.20*	£143.77*
Ford	Focus RS Mk2	£161.58*	£71.87*	£226.69*	£123.12*
Ford	Focus RS Mk3	£159.04*	£70.86*	£246.60*	£123.82*
Ford	Mustang Ecoboost	£113.89*	£63.14*	£248.78*	£181.36*
Ford	Mustang 5.0 GT	£154.42*	£63.14*	£284.08*	£236.54*
Porsche	Boxster/Cayman (987)	£120.61*	£120.38*	£291.00*	Call
Porsche	911 Carrera (996) Inc. S	£139.30*	£120.38*	£291.00*	£152.23*
Porsche	911 Turbo (996)	£139.30*	£139.30*	£291.00*	£152.23*
Porsche	911 GT3 (996)	£124.68*	£139.30*	Call	£152.23*
Porsche	911 Carrera S (997) Inc. GTS	£139.30*	£120.61*	£196.36*	£152.23*



Yellowstuff™ fast road and track material.
 • Superb cold bite paired with zero brake fade up to 550°C
 • R90 approved thus fully road legal
 • The ideal choice for performance cars driven on the road with occasional track days



BSD Series

GD Series

USR Series

• Cast using high quality G3000 alloy
 • Black thermic coated for aesthetics and corrosion protection
 • Grooves used to remove debris, gases and heat from braking zone for improved fade resistance

Table shows cars featured in this issue. Full range of pads, discs and braided lines available for thousands more vehicles online

Visit ebcbrakes.com for details

*Prices include VAT and are correct at the time of publication.



Buy direct at www.ebcbrakesdirect.com
or call (01604) 286 028



ALL YOU NEED TO KNOW ABOUT... WHEEL CLEANING AND PROTECTION

Nothing sets a car off as well as a set of spotless alloy wheels, but how do you get them clean and keep them that way?

by Bob Harper



WHY DO WHEELS GET SO FILTHY?

Because they pick up grime, tar and other contaminants from the road, plus tiny particulates of iron from the brake discs and shavings from the brake pads. The heat from the brakes then bakes all of this onto the surface of the wheel.

WHAT SORT OF CLEANER SHOULD I USE?

There are several different types on the market – acid wheel cleaners, pH-balanced cleaners, iron contaminant removers – and each type can be effective if you follow the product instructions.

ARE ACID-BASED CLEANERS SAFE TO USE?

Yes, with some provisos. Acid wheel cleaners can be very effective but need to be used with caution. Some wheel finishes – particularly ones with anodised or chromed coatings or those that are diamond cut – should not be treated with acid cleaners. It's also advisable to stick to the higher end of the market if using an acid cleaner and even then don't leave it on the wheel for too long.

WHAT ARE IRON CONTAMINANT REMOVERS?

For extremely dirty wheels an iron contaminant remover is useful for cleaning away brake dust and iron filings (from the brake discs) that have become

'An iron contaminant remover can clean away brake dust and iron filings that have become welded to the wheel'

welded to the wheel. Unlike acid cleaners, contaminant removers are left on the wheel a little longer to work their magic, during which time they often change colour to show they're working. Always follow the manufacturer's directions for use, though.

WHAT'S THE BEST WHEEL CLEANING PROCESS?

For the best results removing the wheels will pay dividends. It might seem like a lot of faff, but this will allow you to get into all the nooks and crannies and will also make cleaning the rear of the wheel much easier. Whether you remove the wheels or not, they must be cool before you work on them, otherwise the cleaning agents will evaporate, leaving deposits on the alloys.

Start by removing general muck and dirt with a hose or pressure washer and then apply your cleaning agent of choice. The type of cleaner will dictate how long you leave it in contact with the wheel,

but some detailing brushes will help to agitate the cleaning solution. For really tough deposits, repeated applications may be necessary.

WHAT'S NEXT?

Rinse off with clean water, preferably from a pressure washer, and if there are any tar spots these can now be shifted with some tar remover.

NOW THEY'RE CLEAN, HOW DO I KEEP MY WHEELS LOOKING GOOD?

Applying wheel protectant will help stop brake dust and dirt from clinging to them and should make the next clean a far less time-consuming process. Be sure to use a protectant designed for wheels, as a normal wax or polish isn't suitable for the temperatures to which wheels are exposed from the car's brakes.

USEFUL CONTACTS

acmorall.com

autoglym.com

bilthamber.com

dodojuice.net

farecla.com

gtechniq.com

meguiars.co.uk

swissvax.co.uk

valetpro.eu



revo

DRIVING IS SO **MUCH MORE** THAN GETTING FROM A TO B
FORGET CONFORMING. IT'S ABOUT **STANDING OUT**
BEING PART OF SOMETHING BIGGER
TAKING THE LONG WAY HOME AND SWITCHING OFF FROM THE 9-5
FINDING A DEEPER CONNECTION WITH YOUR CAR
UNDERSTANDING IT'S ABILITY AND **FINDING YOUR OWN**
SAYING NO TO 'ISN'T IT FAST ENOUGH?'
IT'S **ALL ABOUT THE DRIVE** HAVING THAT EDGE
AND KNOWING THAT YOU HAVE **POWER ON TAP** WHEN YOU NEED IT
ANYONE CAN BUY A FAST CAR, **ONLY THE DRIVEN** CAN BUILD ONE.

Find products for your vehicle at onlyrevo.com

onlyrevo.com

ONLY
THE DRIVEN



Buying guide

In association with



FORD FOCUS RS 2009-2011

It's characterful, hard-wearing and has a thoroughly modern power figure. Here's how you could be driving a Mk2 RS for under £20k
by Peter Tomalin



FEW HATCHBACKS HAVE MADE

a bigger impact than the second Focus RS did when it burst into our world in January 2009. It wasn't just the headline output figures of 300bhp and 324lb ft. Here was a fast Ford with the visual clout to put many mid-engined sports cars in the shade. Any lingering regrets that it didn't have four-wheel drive were soon blown away by the character and delivery of the turbocharged five-cylinder engine and a chassis that did a remarkably fine job of channelling those rampaging horses through the front axle.

The engine was based on the 2.5-litre in-line five from the Focus ST, but with bespoke pistons, conrods and camshafts. The main change was the new, larger Borg Warner K16 turbo, which doubled the boost pressure from 0.7 to 1.4bar. A bigger intercooler, freer-breathing intake

and exhaust systems and the obligatory remapping of fuelling and ignition completed the package. The result was 300bhp at 6500rpm and a stonking 324lb ft all the way from 2300 to 4500rpm. Performance claims were 0-62mph in 5.9sec (a figure we matched from 0 to 60mph) and a top speed of 163mph. From a Ford hatchback!

Helping ensure the RS wasn't a torque-steering monster were Ford's patented 'RevoKnuckle' front suspension and a heavily revised version of the previous RS's Quaife limited-slip differential, with much more subtle intervention when it started locking.

Spec-wise, Luxury Pack 1 included dual-zone climate control, auto headlights and wipers, rear parking sensors, tyre pressure monitoring, keyless go, DAB radio and a six-disc Sony

CD player. Pack 2 added an upgraded infotainment system including a rear-view camera and touchscreen satnav.

In May 2010, Ford unleashed the limited-edition RS500 with outputs ramped up to 345bhp and 339lb ft by a larger intercooler and airbox, a fatter exhaust and an ECU remap. It looked suitably menacing, too, with a matt black wrap, black alloys and red calipers. Even at £33,750 a pop, all 101 cars allocated to the UK were snapped up within a week.

For those who missed out, Ford offered the same mechanical upgrade, developed with Mountune and billed as MP350, for £1995 plus fitting. Independent tuning companies, of course, quickly took the RS to their hearts too, squeezing 400bhp or more from the engine and offering a whole range of suspension and brake upgrades.

Warrantywise

WWW.WARRANTYWISE.CO.UK

WORRIED ABOUT EXPENSIVE CAR REPAIR BILLS?

GET A QUOTE WITH THE UK'S BEST USED CAR WARRANTY



0800 030 4569



warrantywise.co.uk/evo



CHECKPOINTS

ENGINE

The guys at focusrsoc.com concur with the specialists that the five-cylinder engine is proving wonderfully resilient, even when taken to 400bhp and in some cases even more. It's worth stating, though, that Ford's recommended servicing intervals are long; most specialists suggest an annual service, especially for tuned cars, so the first thing to check for is evidence of fastidious servicing.

An early issue was with the original plastic plenum being blown apart by backfires. Ford addressed the problem with a remap that was carried out under recall, ostensibly for a 'hard brake pedal', but some tuned cars still experience problems and a cast alloy replacement manifold is a popular upgrade. That said, Andy Williams at focusrsoc.com has owned his car from new in 2009, clocked up 125,000 miles and is still on the original plenum.

The timing belt isn't officially due for replacement until 125,000 miles or ten years, whichever comes soonest. However, for peace of mind, experts like Graham Goode Racing say it's well worth getting its condition checked. Camshaft oil seal failure is quite common and when the oil runs down the front of the engine it can contaminate the belt, making it weaker. As the assembly is enclosed by covers, a leak isn't always obvious. Replacing the seals plus the timing belt and tensioner costs around £450, and most owners get the water pump replaced at the same time – an additional £160.

While you're looking around and under the engine, check for leaks from the radiator, which isn't the most durable.

TRANSMISSION

The gearbox and diff are proving robust, even when the engine has been tuned, but do look out for any signs that the clutch

is on the way out. Replacement takes over five hours, so it's an expensive job: specialist GGR charges around £1400 if you replace the flywheel as well.

SUSPENSION, STEERING, BRAKES

The suspension is generally hard-wearing. If you hear any knocking on the test drive, it's probably the front lower arm bushes requiring attention, but this is normal wear and tear. Check the tyres for even wear across the tread – correct alignment is critical for both the handling and to preserve the tyres. The OE tyres were 235/35 R19 Continental SportContacts, though many owners now favour Michelin Pilot Super Sports – at around £180 per corner, it's worth checking they've plenty of life left in them.

Tyre and brake wear varies widely. Andy Williams says he gets well over 20k from a set of Super Sports, switching to Conti TS830s in winter. With the brakes,



it's worth noting that the rears tend to wear faster than the fronts – the effect of ESP – so check pads and discs all round.

BODY, INTERIOR, ELECTRICS

No serious structural corrosion issues as such, but some cars suffer superficial corrosion, and the first place to check is around the wheelarches. Also check for uneven panel gaps and signs of overspray that could indicate accident repairs, but note that Ford's paint plant had trouble panel-matching the Ultimate Green paint in particular, so don't automatically suspect accident damage if you see slight colour variance between panels.

The interior is hard-wearing but it's worth paying attention to the front seat bolsters, especially if the car has the leather Recaro upgrade, which seems to wear slightly less well. Rattles, particularly from within the doors, can be tricky to trace and fix.

Above: five-cylinder engine is proving robust, in basic 300bhp form and even with another 100bhp or so. **Top and below:** check the condition of the bolsters on the front seats, particularly if the car has the optional leather



INFORMATION

SPECIFICATION

Engine	In-line 5-cyl, 2522cc, turbo
Max power	300bhp @ 6500rpm
Max torque	324lb ft @ 2300-4500rpm
Transmission	Six-speed manual, front-wheel drive, LSD
Weight	1467kg [208bhp/ton]
0-62mph	5.9sec [claimed]
Top speed	163mph [claimed]
Price new	£27,575 [2010]

PARTS PRICES

Prices from grahamgoode.com. Tyre price from blackcircles.com. All prices include VAT but exclude fitting charges.

Tyres	£184.02 [each, Michelin Pilot Super Sport]
Front pads	£75.70 [set, standard]
Front discs	£330.62 [pair, standard]
Suspension	£769.00 [set, BR Racing coilovers]
Clutch kit	£958.80 [incl flywheel]
Spark plugs	£56.48 [set]
Oil filter	£12.24
Air filter	£15.95

SERVICING

Prices from grahamgoode.com, including VAT. Service at 12 months or 12,500 miles, whichever is sooner.

Service 1	£286.31
Service 2	£345.74
Service 3	414.70

WARRANTY

Repair bills for the Focus RS are fairly low considering its performance. The table below shows the average repair costs for the top five major faults alongside the price of buying peace of mind with a warranty from Warrantywise.

Average engine repair	£541
Average gearbox repair	£1645
Average electrical repair	£158
Average steering repair	£1027
Average radiator repair	£457
Warranty (per month)	£51.49

In association with


Warrantywise
 The UK's Best Used Car Warranty



WHAT TO PAY

Around 11,500 Mk2 RSs were built in a little over three years, and of those some 4000 went to UK buyers, so it's by no means rare. Prices, though, have remained strong. Last time we compiled a guide (November 2012) most were in the region of £20k-23k, the very best around £27k. Those values have held firm in the intervening five years. You do find some higher-mileage cars below

£20k, but the bulk are in the £20k-25k bracket. Exceptional one-owner cars can command up to £28k. RS500s rarely come up for sale and tend to be £50k+ when they do.

The car pictured above is a 2010 example with 59,000 miles on the clock and a full service history. It's for sale at Essex Prestige, priced at £18,989. Call 01279 432592 for more details.

'I BOUGHT ONE'

GREG LAW

'I'd owned a Fiesta RS Turbo since 1997, but I was in the middle of restoring it and I really wanted an RS to use. So I bought my Focus RS new in June 2009. I went for Ultimate Green with the Lux1 package but also the upgraded half-leather Recaro seats, Bluetooth and USB connectivity. Basically everything apart from satnav and the reversing camera.

'The car now has over 42,000 miles on the clock and is more of a sunny day/show car these days. Over the last eight years there have been one or two modifications: a full stainless steel Mongoose exhaust, a JW Racing/Autotech 120 remap, an Airtec Stage 2 intercooler, 650cc multi-port injectors, a K&N air filter, an Auto Specialists cast plenum, H&R springs with Koni dampers, and Rota GTR wheels wrapped around a big set of AP Racing brakes to tame the 420bhp and 400lb ft that it's been running since 2012.

'Contrary to the preconceptions about front-wheel drive, the Focus handles that power and torque well, although decent tyres are required. I'm currently running Michelin

Super Sports, which so far have lasted around 6000 miles – better than the original Continentals, which died after 5000 miles.

'Other running costs aren't as bad as you might think, though you don't count mpg when you buy a Focus RS. The engine hardly uses a drop of oil, servicing is once a year, and the original clutch is still managing to take the 400lb ft. The only issue for me has been rust. I've had to get the rear arches and the mesh in the front bumper refurbished.

'With its colour and the superb sound of that five-pot engine, my car still gets a lot of good attention, even beside cars with posher badges! It ticks all the boxes for me and I hope to keep it for many years to come.'



WHAT WE SAID



ROAD TEST, APRIL 2009

'The first chance to stretch the legs of the RS leaves no doubt that it is seriously fast. When the wave of forced-induction torque ramps up, it reminds you of everything that's great about turbocharged engines – that wonderful feeling that your right foot has unleashed a slightly uncontrollable storm. The offbeat five-cylinder note has often been compared to an Audi Quattro's, and now with the addition of a vocal dump-valve the evocation of a Group B car is complete.

'It only takes a couple of corners for the RS's chassis to distance itself from that of the ST. Where the ST always felt like it had quite a high centre of gravity, with a bit of roll and a slight excess of weight over the nose, the RS corners flatter, grips harder and changes direction much more incisively. Unlike the Mk1 RS, cambers and bumps don't unsettle the front end and get it torque-steering – there is nothing more than the occasional momentary tug of the well-weighted steering all day.

'The harder I went in the RS, the bigger my grin grew and the more deeply impressed I became.' – **evo** 129

RIVALS

RENAULT SPORT MÉGANE R26.R

Plastic windows, carbonfibre bonnet, no rear seats... the 227bhp Mégane is less everyday-useable than the Focus, but on the right road it's an even bigger thrill. From £20k to £25k.

SUBARU IMPREZA

Take your pick – saloons, hatches, standard 296bhp STIs, uprated 330Ss, Litchfields, even a 395bhp Cossie. Plenty of 2014/15 cars from £20k, while £25k will get you a recent Type UK.

VAUXHALL ASTRA VXR

£20k-25k buys a 275bhp GTC VXR, which offers plenty of pace but lacks the handling precision of the Focus or Mégane. Also consider the rare Mk1 VXR 888 with a rampant 295bhp.

WHY WAIT?



HARRINGTON

LUXURY CAR FINANCE

01604 973 289

www.harringtonfinance.co.uk

Harrington Finance is a trading name of Portman Asset Finance Ltd. Portman Asset Finance Ltd is authorised and regulated by The Financial Conduct Authority (FCA) FRN 719988. Portman Asset Finance Limited is a credit broker not a lender. The firm deals with a panel of lenders.

BUYING JOURNEY

From E-type to Z/28, there's never been a dull moment in the ownership history of David Price

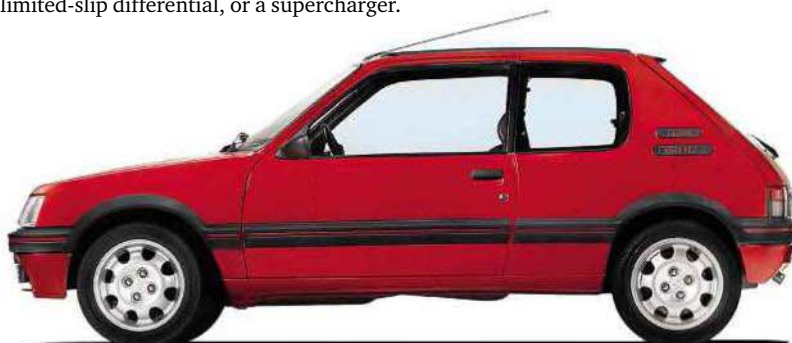
THE CARS

1967 Jaguar E-type S1 4.2 FHC
1990 Peugeot 205 GTI 1.9
1996 Land Rover Defender V8
1997 Lotus Elise Sport 190 (Series 1)
1997 Jaguar XK8 Convertible
1999 Dodge Durango SLT 5.9 V8
2000 Porsche 911 Carrera 4 Cabriolet (996)
2003 Porsche 911 Turbo S Cabriolet (996)
2003 Porsche Cayenne Turbo
2005 Renault Sport Clio Trophy
2007 Mercedes-Benz GL500 Brabus B8S
2007 Aston Martin V8 Vantage Roadster
2008 Nissan GT-R
2008 Dodge Challenger SRT8 Convertible
1989 Alfa Romeo SZ
2013 Nissan Roadtrek Camper Van (supercharged 5.6 V8)
2013 Mercedes-Benz GL63 AMG
2015 Chevrolet Camaro Z/28

DAVID IS NO STRANGER TO THE PAGES OF EVO. HE NOT ONLY LENT US HIS Chevrolet Camaro Z/28 for our 2015 Car of the Year and Track Car of the Year tests, but he also reported on said car in Fast Fleet.

You'd expect an interesting car history from the sort of man who imports a lightweight, track-focused muscle car from America to Switzerland, and you'd be right. His first car was an E-type Jaguar – yes, his *first* car – and since then every car he has owned has been respectable, or at the very least had an interesting engine.

In fact, many of the cars on this list didn't remain standard. In addition to enhancing his 205 GTI with a turbo conversion, David treated his Defender and Alfa SZ to larger capacity engines, while plenty of his other cars were spiced up with an exhaust upgrade, a limited-slip differential, or a supercharger.



Peugeot 205 GTI 1.9

'I was going to buy a Golf GTI. I went to rent one so I could have a proper test drive, but the rental place let me down and gave me a 205 GTI instead. I was annoyed, right up until the third roundabout. I enjoyed it so much I bought a white, eight-month-old example for £8500. The 205's notorious lift-off oversteer was apparent, but I felt the chassis could handle more power. I got a Turbo Technics conversion that allowed me to switch between 160 and 175bhp, and at that same time I lowered it. It was bloody brilliant. I gave it to my mum when I moved to Japan.'

Renault Sport Clio Trophy

'Having sold my 911 Turbo S, I joined a supercar club for a year to help me decide what to buy next. In the meantime, I read about the Clio Trophy in *evo*. With its lightweight body and basic interior combined with a strong naturally aspirated engine and trick suspension, it sounded really special. The way it drove was absolutely raved about, too. I knew I had to have one and I managed to bag the last one in Switzerland. This car is just as outstanding as it sounds and is huge amounts of fun to drive. I fully intend to keep it.'



Chevrolet Camaro Z/28

'Bear with me here, but I think the Z/28 is like a huge, rear-wheel-drive Clio Trophy. They're both relatively affordable cars in their respective markets but they've been honed to be as enjoyable to drive as possible. To this end both have been lightened with basic interiors and cheap plastic everywhere, but both have a decent set of Recaros, fantastic suspension and a naturally aspirated engine. And both can humble pretty much anything else on the road and leave you thrilled and grinning after every drive. For me, that's what's most important in a car.'



WHAT NEXT?

'I'm thinking about getting a Suzuki Alto Works. After the Z/28's 7-litre V8, it might be a laugh to have something with less than a tenth of that capacity – just 657cc. I lived in Tokyo in the '90s and I fell in love with the tiny kei cars. I also love that the Japanese just tune and tune them, then tune them some more. I returned to Tokyo recently with my son and when we were there we heard some amazing turbo wastegate noises; we turned to see the chirps and whistles were coming from an Alto Works. I feel I have to buy one now. It's a deal between me, my son, and my ears.'

Email your buying journey with a selection of images to eds@evo.co.uk



TAILORED FINANCE FOR STUNNING CARS

JBR
CAPITAL

Call us now for a competitive quote on **020 3355 0046**
or visit our website: **jbrcapital.com**

Finance and terms subject to status. Advances between £25,000 and £3m.



Official
Finance
Partner

DRIVING EXPERIENCES AT THRUXTON

THE PERFECT PRESENT FOR ANY PETROLHEAD



SUPERCARS



RACING CARS



SKID PAN



4X4

thruxtonracing.co.uk

01264 774921

Gift Vouchers Available

Visit Our Website For Exclusive Offers



DRIVING EXPERIENCES ALSO AVAILABLE AT CROFT CIRCUIT

croftcircuit.co.uk
01325 721815

Unit 1, M11 Business Link, Stansted, Essex, CM24 8GF
Tel: 01279 813907 Mob: 07880 554460
Email: sales@castlesportscars.co.uk
www.castlesportscars.co.uk

castle
SPORTSCARS



PERFORMANCE AND PRECISION – AS ONLY LOTUS KNOW HOW

Castle Sports Cars is an official Lotus dealer and a member of the TVR dealer network, with a great range of new and used stock. Having been an established Lotus dealer since 2001 Castle Sports Cars can call upon a wealth of experience in both sales and after-sales. We are now offering some fantastic deals on some of our new Lotus cars, with finance offers available. Our qualified sales team will be happy to talk to you about any of our current offers, including new Lotuses starting from **£31,500**.



- Body off TVR outrigger replacement - our metal fabricators have been carrying out welding and fabrication work for over 40 years.
- New and used Lotus and TVR sales.
- Competitive financing.
- Lotus and TVR Car Club Members save 10% on servicing.

- Fixed price servicing for all Lotus and TVR models.
- Over 15 years' experience in Lotus and TVR maintenance.
- Fibreglass repair work and paintwork undertaken on site, using our commercial spray booth and oven.

I WANT TO BUY A... £10,000 TRACK CAR

Fancy something biased towards track driving but don't have a 911 GT3 budget?

The evo team offer some suggestions for £10,000



James Disdale: Taking to the track can be expensive, so to maximise thrills but minimise bills you need something light. A Caterham is out of reach at this budget, but Westfield has just the thing with its, ahem, homage to the Seven (above). The styling isn't as crisp as the original's, but innovations such as its independent rear suspension mean it's just as good to drive. I'd want to use mine on the road, which rules out the bonkers bike-engined versions, but the torquey and powerful 2-litre Ford Zetec unit should deliver just the right balance of usability and electrifying acceleration. Better still, there should be enough cash left over for spares and several trackday entry fees.

Antony Ingram: At the risk of becoming typecast, my £10k would go on an MX-5. Not all of it, mind – you don't need to spend that much to get hold of a decent third-generation car (top). £5k

gets a very tidy, sensible-miles 2-litre model (six-speed, 158bhp) leaving another £5k to turn it into something to scare trackday-goers in quicker cars. Around £520 on a set of **evo** tyre test-winning Michelin Pilot Sport 4s, £900 for some SuperPro bushes, £1200 or so for BRSCC Supercup-spec Gaz dampers and springs and an alignment, £250 on EBC Yellow Stuff brake pads (all including fitting)... and the remaining £2k or so on fuel, trackday insurance and tuition.

Will Beaumont: Lighter, more focused sports cars might offer a better base as a track tool, but few other cars have such a vast selection of good value aftermarket upgrades as the BMW E46 M3 (above right). With a few thousand pounds you could totally overhaul the suspension, brakes, wheels and tyres so it would be perfectly suited to track driving. It's sufficiently powerful for you not to

need to worry about engine upgrades immediately, too. I'd be tempted to go for the cheapest E46 I could find, no matter how dubious its history. That way you'd have more money to spend on new parts to replace the old, worn-out, broken or badly modified parts of the car.

Adam Towler: While one half of my brain is screaming 'go rear-wheel drive', the other half is tempted by a well-used Renault Sport Mégane 250 (above middle) at £8000-9000. With the change, I'd set about creating my own take on a Trophy-R, starting with a set of trackday tyres, and depending on what's left over, suspension, brake pads and so on. I'd strip some weight out by removing anything that wasn't necessary, and after a year or two of trackdays I'd cage it, strip it out completely, and enter it into the CSCC's Turbo Tin Tops Series that debuts in 2018. Hmm, that's not such a bad idea...

Tuning Evolution



Courtenay
SPORT

• VAUXHALL TUNING • MAIL ORDER • WORKSHOP FACILITIES • ROLLING ROAD • ONLINE SHOP

Telephone
01692 404313

www.courtenaysport.co.uk
Courtenay Sport Ltd., Folgate Road, North Walsham, NR28 0AJ

LITCHFIELD
ADRENALINE ENGINEERED

NISSAN GTR
PERFORMANCE PACKAGES
www.litchfieldmotors.com

ORACLE[®]

FINANCE

FUNDING THE WORLD'S FINEST CARS...

- ✔ Personally-tailored finance from £25,000 to £5,000,000+
- ✔ Panel of 20 different lenders
- ✔ Expert guidance from our award-winning team



THE UK'S NO. 1 FUNDER FOR PRESTIGE, SPORTS AND CLASSIC CARS



OFFICIAL VEHICLE
FINANCE PARTNER



OFFICIAL VEHICLE
FINANCE PARTNER

08450 944 997
www.oraclefinance.co.uk

PLEASE NOTE: WE ARE A CREDIT BROKER AND NOT A LENDER. This means we act independently through a wide range of lenders to offer a broad and competitive choice of products and solutions. Oracle Asset Finance is not affiliated to any motor manufacturer. 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. Calls will cost 7 pence per minute, plus your phone company's access charge.



IT'S QUATTRO SEASON.

The 'quattro' badge. A small detail that means a great deal. It tells you that the car you're driving is sure-footed on almost any terrain. Confident around every bend. And provides outstanding grip to avoid gripping situations. Especially in the wet or snow. At Unit 20, we've been servicing, repairing and tuning Quattro all-wheel drive Audis for over a decade, which is why customers trust their cars with us all year round – not just during winter. But as it is winter – or what's affectionately known within the Audi community as Quattro season – why not give us a call just to check everything is as it should be. And you'll be back enjoying the snow before the plough arrives.

Call Unit 20 now on 0151 336 6888, or visit unit20.com

UNIT 20 | FIVEWAYS HOUSE | LIVERPOOL ROAD | CLAYHILL INDUSTRIAL ESTATE | NESTON |
WIRRAL CH64 3RU | TELEPHONE 0151 336 6888.

revo Authorised Dealer

UNIT20
VAG Group Specialist



MidlandCredit.co.uk

Getting the Nation Driving

NEED CAR FINANCE?

BUY ANY CAR from *any* DEALER



**FAST DECISION
WITHIN 1 HOUR** ✓

NO DEPOSIT ✓

POOR CREDIT ✓

NO FEES ✓

26.9% APR REPRESENTATIVE



TRUSTPILOT

**FINANCE FROM
£3,000 to £50,000**

NO ADMIN FEES



APPLY ONLINE NOW!

www.midlandcredit.co.uk



**Or Call us NOW on
03339 00 00 00**



Midland Credit Ltd is a licensed credit broker and not a Lender and is authorised and regulated by the Financial Conduct Authority for consumer credit
FCA no. 732202. 26.9% Apr representative written quotations available upon request, the rate you will be offered will depend upon your personal circumstances

ROMANS

INTERNATIONAL

PASSIONATE ABOUT PERFORMANCE



CURRENTLY FOR SALE



2017/17 BUGATTI CHIRON
1,330 Miles Nocturne Black with
Beluga Black Leather **£POA**



2007/57 BUGATTI VEYRON
825 Miles Single Tone Black Metallic
with Cream Leather **£POA**



2015/15 PORSCHE 918 SPYDER
1,065 Miles Basalt Black with
Onyx Black Leather **£POA**



2015/15 MCLAREN P1
3,355 Miles Volcano Orange with Carbon
Black Leather & Alcantara **£1,625,000**

OVER 40 CARS IN STOCK



Follow us on Facebook
romansinternational

romansinternational.com

Brighton Road (A217), Banstead, Surrey



2005/55 PORSCHE CARRERA GT

6,705 Miles
Black Leather

GT Silver with
£650,000



2013/63 MERCEDES SLS AMG BLACK SERIES

2,525 Miles

Designo Mystic White 2 with
Black Leather & Red Alcantara **£485,000**



2017/66 MCLAREN 675LT SPIDER

1,520 Miles

Amazon Colour Stream MSO
Special Paint with Black Alcantara **£349,950**



2016/16 LAMBORGHINI AVENTADOR SV ROADSTER

945 Miles Grigio Titans with Nero Cosmus/
Giallo Taurus Leather & Alcantara **£435,000**



2016/65 MCLAREN 675LT COUPE

662 Miles

Volcano Orange with
Carbon Black Leather & Alcantara **£299,950**



2017/17 FERRARI 488 SPIDER

320 Miles

Nero Daytona with
Nero Leather **£269,950**



2017/17 MCLAREN 720S LUXURY

1,920 Miles Saros Blue with Black & Shale
Grey By McLaren Luxury Leather **£264,950**



2016/66 ASTON MARTIN VANTAGE GT8

605 Miles

AM Racing Green with
Pure Black Alcantara **£199,950**



2017/17 ALFA ROMEO GIULIA QUADRIFOGLIO

2,025 Miles

Alfa Red with
Nero Leather & Alcantara **£57,950**

STOCK URGENTLY WANTED

Looking to sell your car? We are always looking to replenish our stock with the latest and rarest performance cars. We are always happy to provide a valuation. Just call us or fill out our quick and simple form at:
www.romansinternational.com/sell-your-car

OVER 40 CARS IN STOCK

0843 775 9838

Brighton Road (A217), Banstead, Surrey



Follow us on Twitter
@romanscars



↑ The "Donnington"

- 2 Post Parking Lift, with shared post

Strongman Engineering

**UK Car Lift Specialists,
for home and business**

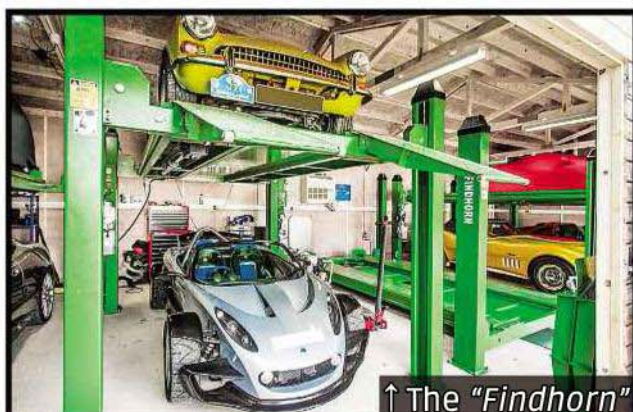
Providing our customers with:

- ✓ Lifts specifically designed for the UK
 - ✓ Economical solutions
 - increased storage capacity;
without increased floorspace!
 - ✓ Design consultation,
site surveying & layout planning.
- ✓ Full installation with custom finishing
options available.
- ✓ Underground parking with
multistorey "floor to floor" access.
- ✓ Business leasing options, presenting
a non-ratable investment-opportunity.



↑ The "Conwy"

- Floor-to-floor mezzanine lift



↑ The "Findhorn"

- Four post parking & maintenance lift



↑ The "Telford"

- Single post parking lift

THE SMART WAY TO SELL

YOUR MODERN OR CLASSIC CAR

WE HAVE DEVELOPED THE **QUICKEST, CHEAPEST AND EASIEST** WAY TO SELL YOUR MODERN OR CLASSIC CAR

WHY CHOOSE US

- SPEED OF SALE.
- INCREASED RETURNS.
- MORE THAN 75% OF CUSTOMERS HAVE A PART EXCHANGE CAR OR REQUIRE FINANCE.
- COLLECTION OF YOUR VEHICLE IS OFFERED (PLUS AN ADDITIONAL FEE).
- 90% OF ALL USED CAR SALES OVER £20,000 ARE THROUGH DEALERS.
- AVOID TIME WASTERS AND UNWANTED VISITORS TO YOUR HOUSE.

**FLAT FEE OF
£1,500** +VAT

NO SALE, NO FEE

GET A **DETAILED VALUATION**
JUST CALL US OR EMAIL:

01295 690933

sellmycar@thboler.com

WHY SELL YOUR CAR PRIVATELY OR GET BELOW TRADE PRICE FROM DEALERS WHEN YOU CAN SELL YOUR CAR THIS WAY?

RECENT ARRIVALS



FERRARI 488



LAMBORGHINI GALLARDO



PORSCHE 911 TURBO S

SELL YOUR CAR WITH MAIN DEALER FACILITIES

- WE PREPARE YOUR CAR TO OUR RETAIL STANDARD.
- HIGH PROFILE WARRANTY ON EVERY CAR SOLD.
- PAINT REPAIRS/ALLOY WHEEL REFURBISHMENTS ALL CARRIED OUT ON-SITE.
- MULTI-MILLION POUND FACILITY INCLUDING STATE OF THE ART WORKSHOP.



Allow us to demonstrate.



The Birds B-Series Dynamics Package for the BMW M235i and M240i combines the grip-finding Quaife ATB Differential with our signature B2 Sport Suspension set up - a kit developed uniquely with the help of industry consultants and professional drivers to achieve both superior ride quality and unrivalled handling performance on the U.K's diverse road surfaces.

Arrange a demonstration at Birds and we'll prove our reputation for engineering the most enjoyable and dynamically rewarding BMWs in the U.K.

Birds

Ultimate BMW Performance

www.birdsauto.com | 01753 657 444



SALES, SERVICE AND RENOVATION

FOR ALL MAKES AND MODELS



Our aim is to provide our customers with a first-class service and to keep your vehicles in top mechanical condition, and to provide sound value for money for all your service requirements.

Renaissance is a **Mobil 1 approved service centre** and has excellent workshop facilities and state of the art diagnostics equipment.

We can offer a "ONE-STOP SHOP" for a family which owns different makes and models.

- **FREE BASIC CAR HEALTH CHECK.** An initial 50-point check and personal examination by our technicians with your car up on the ramp. We will identify any faults or potential problems, but only the repair work authorised by you will be charged for.
- **FULL DIAGNOSTICS CHECK.** Extensive 130-point check using the latest diagnostics technology.
- **FIXED PRICE SERVICING or QUOTATIONS.** This can apply not only to the normal annual or mileage-related services, but also to important work such as brake fluid changes, brake pads and discs, belts, etc., so that you know the exact cost in advance of routine work.

1967 PORSCHE 912 COUPE

1.6L LHD 69,918 miles

£ 39,950



Originally a US car and imported to UK in 2014, its 1.6 litre flat 4 produces 89bhp through a 5 speed manual gearbox. LHD. Finished in Polo red with race decals. There has been weight reduction inside as well as a dog leg racing gearbox and racing steering wheel.

2003 PORSCHE 911 TURBO TIPTRONIC (996)

3.6L RHD 48,235 miles

£ 47,950



Our 996 Turbo is in fantastic condition and a credit to its previous Keepers. This example presents well finished in Arctic Silver Metallic with black perforated memory leather seats and Alcantara headlining. The car also has the extended leather to the dashboard and doors and has the desirable and rare sunroof option.

1969 PORSCHE 911E

2.2L LHD 74,580 miles

£ 150,000



This exquisite 911E remained in its first owner's possession for 40 years where every service item from new has been meticulously documented. It is finished in Tangerine with original Fuchs alloys and chrome still in perfect order. The factory upgraded leather seats and all parts inside are original and in great condition.

2003 PORSCHE 911 TURBO MANUAL (996)

3.6L RHD 46,424 miles

£ 52,950



Without question one of the best examples of the iconic 911 (996) turbo we have seen. Flawless body-work and interior finish. Up-to-date and fully documented service record. Without fault, standard and unmodified. Emerging classic representing good investment potential.

1970 PORSCHE 911T

2.2L LHD 88,720 miles

£ 89,950



Our 911T is finished in silver metallic with black leatherette seats, including upgraded 911S dials and oil tank. Other options include the 5 speed manual gearbox with stunning Fuchs alloys. Extensive service and invoice history as well as original handbook, maintenance record etc.

2004 PORSCHE 911 CARRERA GT3 (996 MK2)

3.6L RHD 40,600 miles

£ 74,950



Since its launch in 1999, enthusiasts recognised immediately that the GT3 reignited the flame of the much missed RS model. Named after the FIA Group GT3 and built to homologate the 996 for the Porsche cup, this new high performance Porsche variant was virtually a turn-key racer yet flexible enough to be used as a daily driver.

1989 PORSCHE 930 TURBO

3.3L LHD 49,818 Km

£ 109,950



This example presents beautifully in its original factory ordered colour of metallic black. Typical of the customizing work performed by Porsche in the late 1980's, note the option deep lip front skirt. The original genuine Fuchs forged alloy wheels show in near perfect condition and have the correct Pirelli Cinturato P7 Tyres. The uprated 3.3 litre Turbo brakes gave this later example huge stopping power.

2012 PORSCHE 911 CARRERA (991)

3.4L RHD 15,835 miles

£ 59,500



Our 991 Carrera is presented in White with contrasting black leather seats and Alcantara headlining and is suspended on the 20" Carrera Classic alloys which have been freshly refurbished and diamond cut. These wheels have the Porsche coloured crested centre caps and have a matching set of Pirelli Pzero N rated tyres.

2013 PORSCHE CAYMAN 2.7L (981)

2.7L RHD 36,940 miles

£ 34,500



Our 981 Cayman 2.7 is finished in Guards Red and is suspended on the 20" Carrera Classic Alloy wheels with Porsche coloured crested centre caps. These are shod with a matched set of Pirelli Pzero N rated tyres and look stunning. The Vehicle also has the Cayman S twin exit sports exhaust that finishes off the looks of the car.

**FOR OUR FULL RANGE OF PORSCHE
AND OTHER PRESTIGE MARQUES,
PLEASE VISIT OUR WEBSITE**

RENAISSANCE CLASSICS, Trackspeed House,
Portsmouth Road, Ripley, Surrey GU23 6HB

01483 225878 info@renaissance-classics.co.uk
www.renaissance-classics.co.uk

SALES • SERVICE • RESTORATION



RENAISSANCE
CLASSIC SPORTS CARS

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

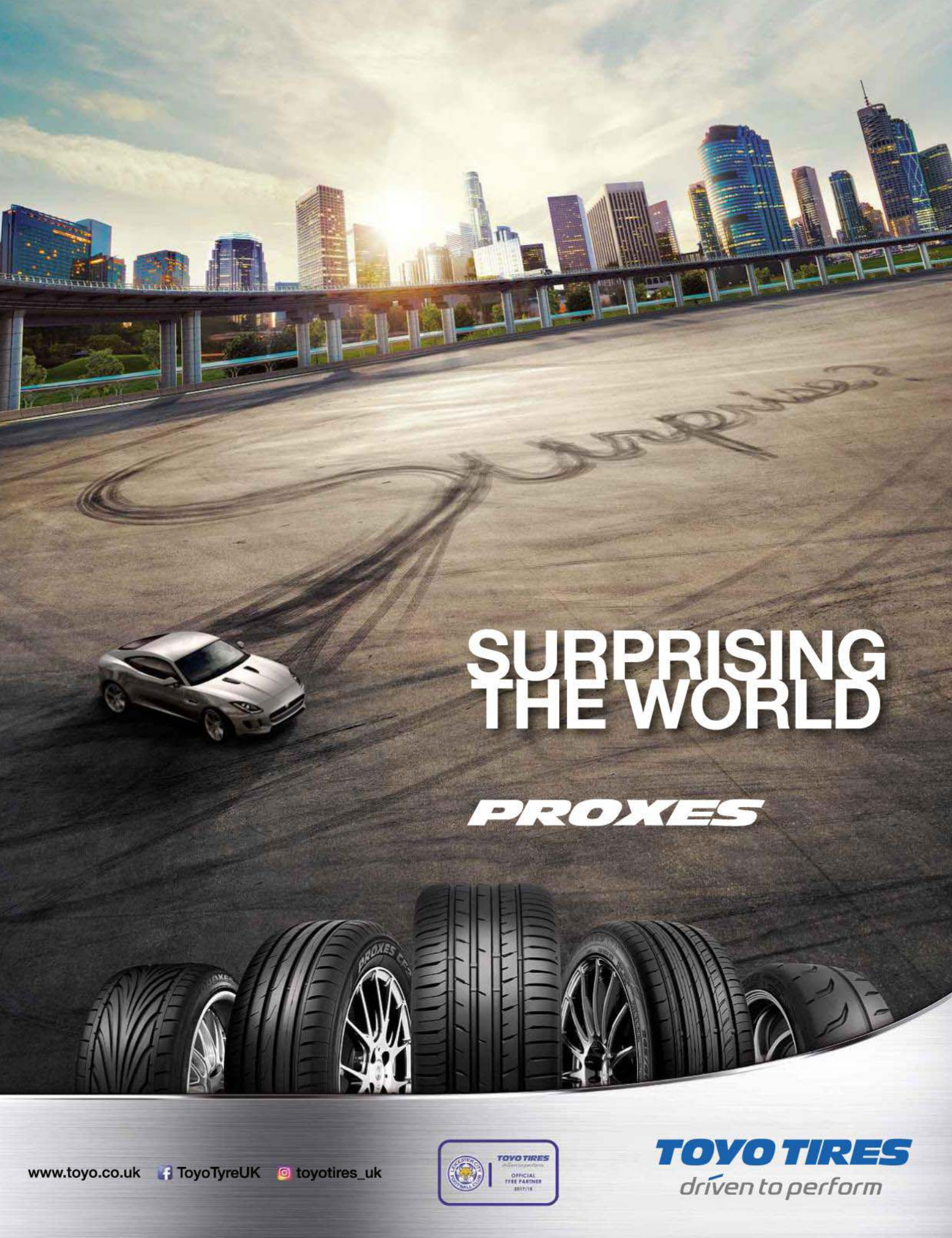
t: 01733 390777

f: 01733 390778

e: info@paintshield.co.uk

w: www.paintshield.co.uk







SURPRISING THE WORLD

PROXES



www.toyo.co.uk  [ToyoTyreUK](#)  [toyotires_uk](#)



TOYO TIRES
driven to perform

Enzo

AN INDEPENDENT FERRARI MAGAZINE



GET YOUR FIRST ISSUE FOR £3!



ALL-NEW

Quarterly Magazine

ULTIMATE

Ferrari Fix

SUBSCRIBE

Today

BE THE FIRST TO SUBSCRIBE
VISIT ENZO-MAGAZINE.CO.UK

Continue after your trial issue at £22 every 4 issues - that's an 8% saving on the shop price.
For subscriptions in North America visit www.imsnews.com/enzo

WANT TO EXPERIENCE THE THRILL OF DRIVING?

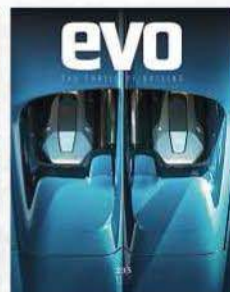
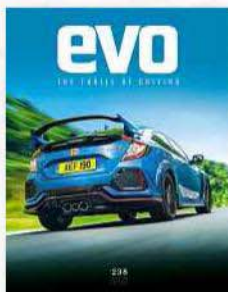


Subscribe to **evo** today for just £5 and receive the next five issues plus a **FREE** exclusive **evo** mug, all delivered direct to your door

SUBSCRIBING IS EASY

Simply visit dennismags.co.uk/evo or call 0330 333 9491

Quoting offer code **P1713A**



CLASSIC ADDITIONS

• Established 1989 •
The car cover people

Reader Discount Code:
CA-EVO

T: 01938 561717

E: sales@classicadditions.co.uk

www.classicadditions.co.uk



TAILORED CAR COVERS FOR INDOOR & OUTDOOR USE

For over 35 years, we've been the market leader in supplying innovative solutions in car protection. British designed and manufactured we're proud of our heritage and it shows in the unrivalled quality of our products.

Exclusive savings code: EVO-2017

T: 01943 864 646

E: info@specialisedcovers.com

W: specialisedcovers.com



SPECIALISED
COVERS

New from T-lab

Seul les braves



Seul les braves (Only the brave) is our tribute to Belgium's fast and spectacular Spa-Francorchamps circuit. Available in short or long sleeve. See more of T-lab's original clothing range - inspired by art, design, sport and popular culture - at www.t-lab.eu

t-lab original

www.t-lab.eu

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



For more information please visit
www.alloygator.com
or call us on 08450 707078



ESSENTIALS

THE ROUND-UP

New motoring products that have caught our eye this month



RIDE-ON TOY

McLaren 570S Push Sports Car
\$79.99
[amazon.com](https://www.amazon.com)

The youngest supercar fans in the family will go nuts for this push car. It has a storage area under the seats for weekend bags (or perhaps crayons), and 'Whisper' wheels for a smooth ride. Its driver will be the envy of the playground.



MODEL

Revell Monogram Visible V8 Kit
£64.99
[revell.com](https://www.revell.com)

You could earn kudos as a mechanic putting this kit together – the finished product is a quarter-scale, working model of a V8, complete with moving pistons, con-rods, rocker arms and valves. There's a display stand too, so you can show off your work.



FILM

Silver Dream Racer
£14.99 Blu-Ray, £9.99 DVD
[networkonair.com](https://www.networkonair.com)

An HD re-release of the 1980 movie, *Silver Dream Racer* sees David Essex campaigning the titular, experimental motorbike at the British Grand Prix. It's the period race footage that makes it appealing, and the ending is a true shocker.



EXPERIENCE

Lotus Driving Academy
£119-1599
[lotusdrivingacademy.com](https://www.lotusdrivingacademy.com)

Grab the chance to drive flat-out around Lotus's test track at Hethel, Norfolk, in models such as the Elise Sport 220, Exige Sport 350 and Exige Cup. Packages range from 'Scare Yourself Sensible' at £119 to the three-day 'Lotus Licence' at £1599.



BOOK

France: The Essential Guide for Car Enthusiasts
£14.99
[veloce.co.uk](https://www.veloce.co.uk)

Packed with enough car-themed events, museums and days out to keep you occupied for several trips to France, this little book is well worth stashing in a glovebox if you're heading over the Channel.



AUDIO

Porsche 911 Soundbar
£2300
[shop.porsche.com](https://www.shop.porsche.com)

Made from a genuine 911 GT3 rear silencer and twin exhaust, this soundbar from Porsche Design has an integrated subwoofer and offers 2.1 virtual surround, Bluetooth connectivity and a 200-watt output capability.

LARINI

Driven to Perfection

AUDI SPORT

R8 V8

R8 V10

R8 GT

R8 V10 Plus

RS4

RS5

RS6

RS7



The finest high performance engine component systems for Audi Sport and elite supercars – crafted to optimise performance, weight, acoustics and aesthetics.



SOUND PERFORMANCE

AUDI SPORT, LAMBORGHINI, BENTLEY, ASTON MARTIN, MCLAREN

T +44 (0) 800 953 1747 **E** info@larinisystems.com **W** www.larinisystems.com

Distributors for: LARINI, BMC

Fast Fleet

THIS MONTH

NISSAN GT-R // **DS** 3 PERFORMANCE // **SKODA** SUPERB // **MAZDA** MX-5 RF //
LEXUS RC F // **MINI** JCW CHALLENGE // **ALFA ROMEO** GIULIA QUADRIFOGLIO //
VW GOLF GTE // **VW** GOLF GTI MK2 // **PEUGEOT** 106 RALLYE // **SEAT** LEON ST CUPRA

Audi RS5

On high road and low road, the rapid Audi was in its element on an adventure through the Scottish Highlands

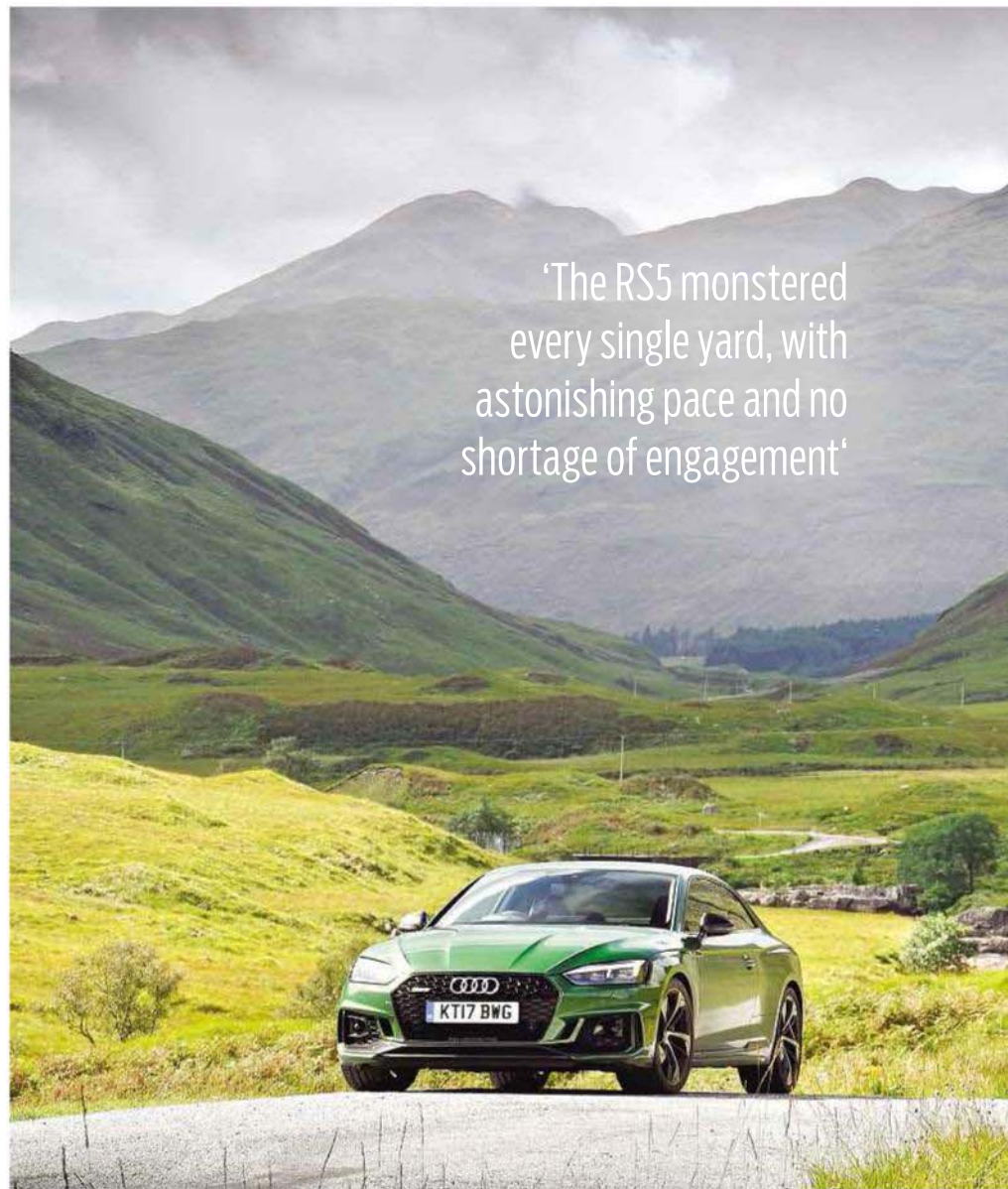


IT'S NOT UNCOMMON FOR A TEST car to suggest to me where I should drive it: the hot hatch that gravitates towards nifty B-roads; the convertible that steers itself to a coastal route on a summery evening. But I've never before had a car tell me where I would be going on holiday. Yet back in June, just a couple of days into custodianship of the RS5, I knew exactly where it would be taking me: on a big drive to some big scenery, specifically to the Scottish Highlands.

I figured that the car's GT capabilities would be perfect for the long journeys there and back, and for touring the area, too, where its 442lb ft of torque would allow it to breeze past view-blocking camper vans, while its four-wheel drive would be welcome during and after the inevitable rain showers. Fortunately my wife concurred, and so recently we found ourselves embarking on a 500-mile trip from Cambridgeshire to the heart of the Highlands.

To say the RS5 made light work of the run north would be an understatement. The sports seats proved remarkably comfortable and capable of keeping aches and pains at bay, meaning the massage function only got an outing for novelty purposes. The twin-turbo V6, meanwhile, was pleasingly frugal given its 444bhp potential, averaging just shy of 34mpg. And with Drive Select set to Comfort mode, conversation never required a raised voice and the ride was smooth and calm without the exaggerated looseness that afflicts such modes in many other cars. After ten hours we arrived at our destination feeling no worse for wear than after a three-hour flight to Europe with all its associated energy-sapping tedium of long-stay car parks, security checks and hire-car desks.

So big miles are clearly an RS5 forte, and once in the Highlands the car had a week to demonstrate that it covers plenty of other bases, too. Perhaps the most revealing drive was the 50 miles of single-track road negotiated to get to the end of the delightful Ardnamurchan peninsula (the most westerly point of mainland Britain) and back. With the tarmac endlessly undulating and flicking left and right, speed always either rising or falling, and the driver permanently prepared to duck into a passing place upon sighting oncoming traffic, it would have been an arduous drive in many a car, and you might reasonably expect a



'The RS5 monstered every single yard, with astonishing pace and no shortage of engagement'

near-1800kg coupe to feel cumbersome under such conditions, but the RS5 couldn't have made it any easier.

The suspension – still in Comfort – again shone, offering perfect control at passenger-friendly speeds by never getting floaty over crests or bottoming out in harsh dips where other cars had scarred the tarmac. It didn't induce carsickness, either. The automatic gearbox was a godsend, as not only did it save hundreds of gearchanges that even the most dedicated fan of three pedals would have found tiresome, but it was also so telepathic that it wasn't necessary to touch the paddles – not even once. It's hard to imagine even the very best DCT operating so consistently smoothly, too. The engine's torque, meanwhile,

meant gaining speed never felt like a strain, and the brakes – standard cast-iron items, not ceramics – scrubbed off speed so effortlessly that the car's weight never even crossed my mind. More strings to the RS5's bow, then, and further proof that it properly nails its 'high everyday usability' promise.

The highlight of the week, however, was when the Audi got to demonstrate the other extreme of its ability spectrum, on a solo run along 20-or-so miles of the A830 from just west of Glenfinnan to the port of Mallaig. Fast and fabulously smooth and sweeping, not to mention eerily quiet at the time I'd chosen, it could have been made for the RS5 set to its Dynamic mode. The car monstered every single yard of it, with precision aplenty, astonishing



pace and no shortage of engagement. It was one of those magic car-plus-road-plus-timing combos that instantly vies for a place in your all-time top ten.

Bad bits from those eight days and 1600 miles? The passenger-door trim developed a quiet rattle when driving on grainier tarmac, and the 5ft 4in Mrs Eveleigh found the seatbelt rubbed irritatingly on her neck when she was behind the wheel – a frequent snag for her in two-door, four-seat cars due to them having the B-pillar, and thus the upper seatbelt mounting point, further back.

Other than that the RS5 was flawless. In fact, on the drive home I genuinely couldn't think of another car I would rather have spent the week in. Sure, the 599 GTO I glimpsed on

the Mallaig road would have been even more epic on that run, and the handful of modern Astons I spotted all looked and sounded tailor-made for that breathtaking scenery. But they – and, I very much suspect, all of the Audi's direct peers – would have come with compromises: lower wet-weather traction, poorer ride quality, a less polished gearbox... Whereas for the many challenges of that week as a whole, the RS5 was simply perfect.

Ian Eveleigh

Date acquired	June 2017
Total mileage	7695
Mileage this month	2894
Costs this month	£0
mpg this month	28.1





Alfa Romeo Giulia Quadrifoglio

Switchable driving modes all too often lead to frustration, but the Quadrifoglio's set-up hits the sweet spot

DYNAMIC DRIVING MODES. LOVE them or loathe them, you'll be hard pressed to find a performance car without any today. From the simple Sport button to the fully customisable systems that allow you to play at being a chassis and powertrain engineer at the touch of a few buttons, they are ubiquitous.

The Giulia doesn't escape this trend, but thankfully the Alfa DNA Pro system is one of the most straightforward switchable set-ups out there. The rotary control sits on the transmission tunnel, close to the driver, and therefore passes the first test of being instinctively accessible to your left hand. There are four options: Advanced Efficiency (a),

Normal (n), Dynamic (d) and Race, and all are selected with a twist of the control. In Dynamic or Race mode you also have the option of pressing the little button in the centre of the control to knock the dampers back to soft or medium respectively. And that's it. No option to change the gearshift speeds, no choice of steering weight to select, no opportunity to open the exhaust valves and draw attention to yourself in the high street; it's brilliantly simple and equally effective.

Ignore the efficiency mode: it saps the throttle of its delightful response and makes the eight-speed auto gearbox slow to respond and borderline frustrating when you just need it to get on with it and drop a few ratios. For

an eco mode it doesn't appear to have any positive effect on fuel consumption, either. 'Normal' is just that, and best suited to normal driving (whatever that is). The V6 still snaps to attention, the 'box drops ratios quicker than an English all-rounder drops a resident of Bristol, and you feel you're still getting the meat and two veg of a 503bhp supersaloon. Because basically you are, which is why the dull part of any journey is undertaken in this setting.

Dynamic mode is where the honey is, though. The V6 is permanently primed, the throttle brilliantly sharp, and the 'box ready to respond in an instant in auto mode – although I can't help but select manual shifts because those paddles are irresistible to use. Of course,



'It has one of the most straightforward driving mode systems out there'

on UK roads the dampers need knocking back, but the result is pretty much perfect. Put it this way: I've yet to find an issue with this set-up.

And Race? Perfect for an **evo** trackday, although it opens the exhaust valves, so noise could be an issue at venues with sensitive ears. Quite remarkably, it's also pretty well suited to the road, too. It's the only setting in which the traction and stability controls are turned off, and you can't switch them back on. Sound a bit lairy for a rear-drive saloon with 911 Turbo levels of horsepower and Pirelli Corsa tyres that have an F1 supersoft-style compound? Not at all. Don't get me wrong – take liberties and throw 443lb ft at the rear wheels with the measured finesse of an elephant attempting Swan Lake and you'll be choking on vaporised Italian rubber as you exit stage left. But be measured, methodical and precise and the Giulia glides across the surface with a precision and balance like few others from its sector. From the quick steering getting you into the apex, to the damping mastering its task and the diff allowing you to drive out of any corner with as much forward momentum as required, the effort (little) to reward (high) ratio is on a par with a thoroughbred sports car's. Then again, the Giulia is a genuine thoroughbred.

And after that glowing praise, a little bit of reality. The tyre pressure monitoring system is on the blink, telling me the front offside is low on pressure when it's actually at the same level as the nearside. And the front suspension/brake clicking noise is back again. And the car has eaten another set of tyres...

Stuart Gallagher (@stuartg917)

Date acquired	May 2017
Total mileage	13,398
Mileage this month	2206
Costs this month	£0
mpg this month	23.5



DS 3 Performance

evo contributor Brett Fraser tries our DS 3 for a night – and returns it less than completely convinced

MYTH – URBAN AND OTHERWISE – has it that the Citroën DS of the 1950s was thus named because it had the body of a goddess, or *déesse* as they say *en français*. I don't see much of any deity in the DS 3, chicly smart though it may be in the modern idiom, and therefore no reason to consider it as anything other than a Citroën hot hatch. The idea that DS is a separate brand seems nonsense.

They are perhaps a bit overwrought for my personal tastes, but I do like the looks of the DS3, although if I'd bought this Performance derivative I think I'd want it to be more different visually from its siblings, in the same way that you can easily spot a Type R in a crowd of other Civics. The car's intent is made more obvious inside, though, thanks to seats with bolsters the size of barn doors, which provide a connection of sorts to the old DS 3 WRC car. Also in rally fashion, those seats can be adjusted so low that you can barely see over the top of the towering facia.

Normally a gravel-rash seating position gives you a greater sense of unity with the chassis, but in the case of this DS 3 that's actually not something you want

to encourage. Every road is a bumpy road in this car, and when you do encounter a surface that's a bit gnarled and wrinkly, the suspension fights against it with all the finesse of a pneumatic drill. Throw in a steeply crowned road profile, mix liberally with the turbo engine's seriously feisty delivery, and you'll soon be donning a Stetson and cowboy boots and hollering 'yeeha' at the top of your lungs – country back roads taken at speed in the DS 3 are every bit as insane as riding the most bad-ass stallion in the rodeo, and just as unnerving, because you have little idea which way the car's going to lunge next.

I so wanted to like the DS 3 that I dismissed its frenetic behaviour as the result of my first drive of it being at night. But next morning, in the daylight, it was just as dismal. A real shame, because that 205bhp engine's a zinger and has so much more to give.

Brett Fraser

Date acquired	May 2017
Total mileage	4565
Mileage this month	561
Costs this month	£0
mpg this month	38.5

NEW ARRIVAL

Skoda Superb SportLine 4x4

Launch control and a drinks cooler compartment: our newcomer has varied attractions

A FEW YEARS AGO SKODA'S advertising strapline was 'Simply Clever'. While it may be a little early in our relationship to determine the intelligence of my new long-term car, I can already say without doubt that the Skoda Superb Sportline is 'Simply Very Appealing'.

It's powered by the Volkswagen Group's 2-litre TSI turbocharged engine, here with 276bhp. This helps drive the 1550kg hatchback from standstill to 62mph in an impressive 5.6sec. Standard accompaniments to this engine are a six-speed DSG gearbox, four-wheel drive and launch control. Yes, you read that correctly: launch control on a Skoda.

If the powertrain specification seems promising, so does the level of other kit the SportLine comes with. On the list are keyless entry, bi-xenon adaptive headlights (the beam of which changes shape depending on your speed and the weather), 19-inch Vega alloys wearing 235/40 R19 Pirelli Cinturato P7s, and the Columbus satnav upgrade with a massive 9.2-inch touchscreen and integrated Wi-Fi. That screen can also be turned into a performance monitor, providing information such as oil and coolant temperatures and even cornering and acceleration G-forces.

Other SportLine niceties include privacy glass, a rear diffuser, twin exhaust pipes, plus a



'There's Sport mode for fun, and Comfort for when I need a softer platform to photograph from'

gloss black finish for the front grille, side strips, window surrounds, door mirrors and spoiler. Inside are a set of attractive Alcantara sports seats with silver diamond stitching, Alcantara door cards and a three-spoke leather multi-function steering wheel. And did I mention the drinks cooler compartment...?

That's all included in the 4x4 SportLine's £34,460 list price, but we've also added a

number of extras, including Dynamic Chassis Control (£750, and enabling me to switch between Sport for fun and Comfort for when I need a softer platform to photograph other cars from), the 12-speaker Canton sound system (£600, and perfect for long journeys), heated front seats (£350) and a rear parking camera (£350, and handy with the Superb being nearly five metres long). The most expensive option is the £850 sliding sunroof – lovely for summer drives but actually chosen in this case to allow me to stand up out of it and shoot from a higher vantage point.

The other great advantage of the Superb from a working perspective is its huge boot, which has 625 litres of load space with the rear seats in place and a stonking 1760 litres with the seats folded. In other words, it's huge. It even has an extra 12V socket for charging kit on the move, or maybe an espresso machine when you're stationary...

So a lot of car, a lot of kit, and also a not insubstantial amount of money – £39,115 to be precise. But then this car feels far more special than a standard Superb. Over the coming months we'll see how it stacks up as a driving experience compared with my old Octavia vRS, of which I was extremely fond. Given this car is called 'Superb', I've got high expectations.

Aston Parrott (@AstonParrott)



Mini JCW Challenge

An all-Challenge trackday tests our revised suspension settings – before an unfortunate ending

I THINK I CAN CONSIDER MY WORK last month fine-tuning our Mini's suspension a success. Managing editor Ian Eveleigh – thus far not someone entirely convinced by the Challenge – recently drove the tweaked car for a couple of days and gave this as his summary: 'It's not any more comfortable, but it is more fun.'



Date acquired	September 2017
Total mileage	1638
Mileage this month	703
Costs this month	£0
mpg this month	24.9

Having (sort of) charmed at least one member of the **evo** team with its new settings, YG16 XXU's next task was an easy one: a Mini Challenge owners' day at Brands Hatch, where I'd discover just how it stacks up against near-identical cars with slightly different set-ups.

On the morning of the trackday the ground was still wet from rain throughout the night, but there were tens of other Challenge road cars and two full-on Challenge cup race cars eager to create a dry line with their Michelin Pilot Sport Cup 2s and racing wets. After a few tentative laps of my own (it was also my first time around Brands), and with the track steadily getting drier, the more confident I became and the better our Mini felt.

It was so keen to turn in with just a bit of trail-braking, and no detectable understeer whatsoever, that I could brake later and carry

more speed into the corners than many of the other road-legal Challenges present. Graham Hill Bend, the left-hander at the bottom of the downhill section after Druids, was particularly brilliant, the extra force from the slope in the braking zone helping push the back-end wide, aiming the Mini down the next straight perfectly. That was if you timed it correctly: my first few committed attempts resulted in too much oversteer at the apex. Thankfully the Mini's stiff chassis and progressive tyres meant it was easy to correct and lots of fun too.

I had thought that the current set-up (no clicks on the dampers and 30 psi tyre pressures at the front, 16 clicks, 34 psi and an extra 5mm ride height at the rear), which I had settled on after road driving only, would need a bit of fettling for the track. But I was wrong: I didn't feel the need to change anything.

The afternoon saw more rain, but I found this only made the driving more fun – right up until the last time I went to turn in at Paddock Hill Bend, the tricky downhill right-hander. The front washed wide and after a little scrabble to try and get it pointing in the right direction, the nearside ended up in the gravel-trap. A flat tyre and some damage to one of the Team Dynamics wheels meant I couldn't drive it home. Worse, the wheels are on back-order, so the chances of us driving the car again before our loan period is up look depressingly slim.

Will Beaumont (@WillBeaumont)

Date acquired	July 2016
Total mileage	12,956
Mileage this month	211
Costs this month	£0
mpg this month	22.2

VW Golf GTI 16v Mk2

Our classic Golf is reawakened for some trackday action, and reminds its owner what he's been missing out on

MY MK2 GOLF HAS LARGELY BEEN forgotten about recently, only emerging from its slumber for an **evo** track evening or two. But when that does happen, I'm always surprised by just how brilliantly it responds to being thrashed around a racetrack after months without use.

It was fantastic at Rockingham. On the long straight it would struggle to reach 110mph before the need to brake, but then it would three-wheel round the tight left-hand corner and start reeling in cars such as a BMW E46 M3 in the twists and turns. That's proof, if I needed it, that the upgrades, particularly the suspension and the Yokohama Advan AD08s tyres, are doing their job.

Great though it is on track, I chose the Mk2 mainly to be a fast road car, and here, just like on track, it doesn't fail to put a smile on my face. The five-speed manual 'box combined with perfectly spaced pedals allows easy heel-

and-toe action – a skill I don't get to practise enough with the proliferation of auto and DCT gearboxes in modern cars – and the engine sound is so addictive as it passes 5500rpm. It's my perfect weekend machine.

Occasionally people ask me if I feel a little vulnerable driving a 25-year-old car with no airbags and no five-star safety rating. (If you own a Mk2, don't watch the crash test video on YouTube.) The funny thing is, I've never felt unsafe in it, and I think this is down to three things. First, it offers superb vision thanks to its slim pillars and large windows. Second, the feedback it gives is so rich you can always feel exactly what the car is doing. And third, you're never really going that fast anyway, not by modern standards: it may be light, but with 139bhp the 16v has less than half the horsepower of today's feistiest front-drive hot hatches. I guess that's progress for you.

Aston Parrott (@AstonParrott)



Date acquired	April 2012
Total mileage	179,984
Mileage this month	221
Costs this month	£0
mpg this month	27.0

'I'm always surprised by how brilliantly it responds to being thrashed around a racetrack after months without use'





VW Golf GTE

The GTE's powertrain may be unconventional in its class, but it adds new ways to get a thrill from driving

HOW DO YOU DEFINE 'THE THRILL of driving'? It's a question I've been pondering quite a lot recently after spending plenty of time in our GTE.

For most of us, **evo's** slogan brings to mind images of open roads, a chassis dancing on the edge of grip and an engine singing at the top of its voice; or taking to a track and acing apexes with millimetric precision. Yet if you're like me, there's much more to driving than that. Just the act of getting behind the wheel generates a tiny tingle of excitement, even when it's for something as mundane as the daily commute or slotting a car into a tricky parking space.

Then, of course, there's the process of driving itself; mastering all the tricks and techniques. And this is where our Golf comes in, because the more time I spend in it, the more I realise my 'thrills' are being generated by a nerdish desire to tailor my driving to maximise the hybrid powertrain's potential.

For starters, it doesn't take long before you're juggling between its various modes, working out when to deploy a burst of electricity and when to fall back on petrol propulsion. Yes, you can let the computers decide how best to distribute the energy, but I

find you get the greatest satisfaction and the best results when you take charge yourself. And when I say 'best results' I mean mpg not mph. Now, there's a strong argument that this sort of talk should have no place within the pages of **evo**, but bear with me, because this approach brings its own rewards – and I don't just mean the financial kind.

One of the first things to get to grips with is the Golf's regenerative braking function. Lift off when the transmission's in its B mode and the retardation is surprisingly strong – strong enough that the brake lights are illuminated when you're fully off the throttle. Hone your anticipation and it's possible to make reasonably lengthy trips without once touching the brake pedal. Not as thrilling as balancing a car on the edge of oversteer, I'll grant you, but still a surprisingly absorbing experience.

I've also learnt that it's best to use the electric motor below 60mph – above this the batteries are drained quicker than a reservoir in a drought. It's also best to keep around eight miles of electric range in reserve, as dipping below this often results in the petrol engine acting as a generator to top up the cells, which sends the fuel consumption skyrocketing – defeating the object of running a hybrid.

There's also the challenge of making the most of the Golf's altered weight distribution. Drive really hard and the added mass of batteries and motor mean the GTE isn't as assured or as composed as a GTI or GTD, but dial back a fraction on your commitment and you can start to exploit the extra weight over the rear axle, using it as a pendulum to point the Golf's nose towards the exit. It's a very subtle weight transfer – we're not talking Porsche 911 here – but it's yet another aspect of the GTE's dynamic make-up that requires learning and exploiting.

Okay, so I admit that the Golf's keys will never be the first I grab when there's a dash across Welsh mountain roads to tackle, and as a hot hatch it's seriously flawed (more on that in a later report), but the challenges presented by its powertrain make it a surprisingly engaging daily driver. On that basis it delivers on 'the thrill of driving'. Just.

James Disdale

Date acquired	August 2017
Total mileage	4896
Mileage this month	841
Costs this month	£0
mpg this month	62.8

Lexus RC F

Our refined Japanese muscle car has an encounter with the real American deal. But which is the better V8?

THE LEXUS HAS BEEN THROUGH A number of custodians this month, with Mrs M driving it down to Goodwood to join me for the Revival meeting, then **evo** deputy editor Adam Towler borrowing it for a weekend, too.

Mrs M is notoriously hard to impress with cars. After a poor start in which she threatened to tear the RC F's satnav system out of the dashboard (I did mention in last month's report that it wasn't the most intuitive for first-timers...), she then said the centre console looked like a 1970s hi-fi (I agree, but think that's a good thing). But she had to concede that the Lexus did an extremely fine job of conveying her the 140 miles from Cambridgeshire to West Sussex through hellish Friday late-afternoon traffic.

While I struggled home from Goodwood in my 964 RS, following a pitiful pool of light from its woefully inadequate headlights, Mrs M powered on behind dazzling xenon

daggers, having first extricated herself from an extremely muddy car park. There was a time when a big, powerful automatic rear-drive car would have been sunk to the sills in that kind of slurry, but Snow mode saw her slither out with impressive ease.

Towler was more effusive in his praise for the RC F. Given he'd left me with a McLaren 720S in exchange, that's quite something. Of course, the McLaren monsters it and pretty much everything else for sheer gobsmacking speed, but there are everyday things about McLarens that grate. Satnav aside, the Lexus is an emollient to most of the rough edges a journey can throw at you. Comfortable, quick and characterful, it's an impressive all-rounder.

Like me, Adam professed a love of the RC F's engine. Last month I suggested it had overtones of an American V8 about it, and this month I had the perfect opportunity to put that assertion to the test, having borrowed a Ford Mustang GT for a road-trip to the Spa

Six Hours historic race meeting. It's just the kind of run the Lexus would have loved, but as I was driving a GT40 in the feature race, a Mustang seemed more appropriate company for the journey there and back. And besides, it's always good to try something different, if only to offer some perspective to your regular wheels.

Both the Mustang and RC F are handsome, muscular cars built to a time-honoured recipe, so it's perhaps no surprise that both get plenty of attention. Funnily enough for much the same reasons. That's to say informed curiosity and a genuine desire for them to be as good as they look.

Unlike the Lexus, the Ford is proudly old-school in its image and execution. That's to be expected when heritage is such a major part of its appeal, but there's way more polish to this Mustang than any previous pony-car. Its engine is warmer and more vocal than the RC F's, with a nice burble at tickover and a classic note under load. Surprisingly, the V8 soundtrack is piped through what Ford calls an 'induction soundtube', a trick shared with the Lexus, though the Mustang's holler is more organic and less contrived than the RC F's spectacular but clearly synthesised switch from hush to full-throttle rush.



Performance-wise both cars absolutely devour miles. They settle into a loping stride on motorways and take big bites out of flowing A- and B-roads. Comparing the spec sheets shows the Lexus has a big power advantage (470bhp playing 410), but the Mustang matches it exactly for peak torque (both cars scoring 391lb ft) and delivers it earlier in the rev range (4250rpm versus 4800). With both cars weighing a little over 1700kg it's no surprise that the Mustang feels a match for the RC F for in-gear urgency unless really extended, at which point the Lexus digs deeper and feels sharper.

Which do I prefer? I enjoyed the Mustang's honest simplicity and warmth of character, but missed the RC F's refinement, sophistication and breadth of performance. Both are unique characters – as different from one another as they are from the conventional German alternatives – but it's the Lexus that continues to fascinate, surprise and impress.

Richard Meaden (@DickieMeaden)

Date acquired	August 2017
Total mileage	3301
Mileage this month	818
Costs this month	£0
mpg this month	24.3



SEAT Leon ST Cupra 300

A cut corner leads to a minor wobble, and another Cupra demonstrates why the Sub8 pack needs to make a return

THIS MONTH SAW MORE CHASE car/photographic support duties for the swift and practical Leon. It was north Wales this time, for the cover shoot for the second issue of *Enzo* magazine (on sale October 26, kids!), and I apologise for the lack of photos of the SEAT hobnobbing with the wonderful gathering of V8 Ferraris we had there, from 308 to 488, but it absolutely lashed it down for two days.

Of course, on the drive home, not an hour from where we'd been shooting, the roads were dry and inviting. I was leading the way in the 488 GTB and trying not to get too carried away so photographer Malcolm Griffiths and hired help Tim Milne behind in the SEAT didn't lose touch.

Almost inevitably, at one point I looked in the rear-view mirror and the SEAT wasn't there. So I slowed down. Still no sign. So I stopped. For a couple of minutes. And then the SEAT appeared, with decent speed, so we carried on. Turns out Tim had missed one of Malcy's pace notes: 'easy over crest, don't cut'. The nearside front had dropped into a hollow, there was a big bang and the resulting wobble suggested a puncture. However, the tyre looked good and it turned out to be a sod of mud clinging to the inside of the rim. With that removed, the death wobble went.

I think, though, that there is some legacy of that incident. Above 55mph there's a

very slight but perceivable out-of-balance feel through the steering wheel. I don't think it's a lost balance weight because the sensation doesn't increase with speed. A spot of driveway investigation is required. Unrelated, I think, is a slight moan when reversing on lock. It sounds like it's from the rear, like a handbrake shoe inside one of the rear discs isn't fully releasing.

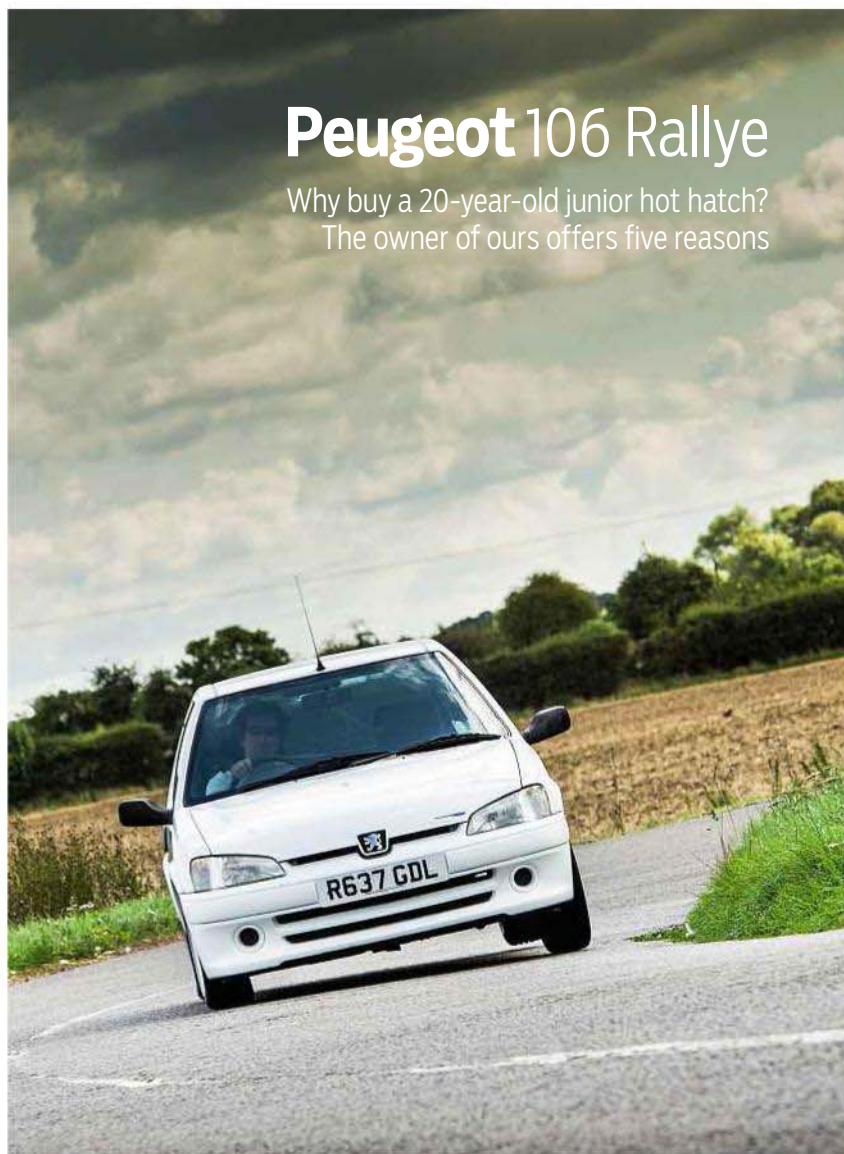
I've always admired our Leon estate's togetherness on the road, so I was expecting the three-door, front-drive 300 to be a tidy, fun package – especially as its 280 predecessor, in Ultimate Sub8 form, wowed me and nipped at the heels of supercars on eCoty 2015 (*evo* 216). I drove said 300 for last month's Supertest after lapping the new Civic Type R and Focus RS. The Sub8 would have given them a hard time, but without that pack (lightweight wheels, larger brakes, some weight loss and, optionally, Cup 2 tyres) the Leon felt dreadfully ordinary, lacking in poise and grip so that it felt like an overpowered base model. I wasn't expecting that. Not at all. Seems a duff decision that you can't order the Sub8 pack anymore.

John Barker (@evoJB)

Date acquired	May 2017
Total mileage	9021
Mileage this month	2480
Costs this month	£0
mpg this month	32.2

Peugeot 106 Rallye

Why buy a 20-year-old junior hot hatch?
The owner of ours offers five reasons



LAST MONTH I INTRODUCED MY new Peugeot 106 Rallye, but I didn't really explain why I bought it. As an **evo** reader you probably don't need much convincing when it comes to cars like this, but since you'll be seeing a lot more of it in future months, some scene-setting probably wouldn't go amiss.

Reason one: I've wanted one for yonks. When the Rallye first hit the streets I was an impressionable 13 years old. So when I read the rave reviews in magazines and saw it being thrashed around on TV, it immediately struck a chord. I can recall sitting in one – Bianca White, just like mine – at a local car show around that time, and loving the slender airbag-less wheel and jazzy seat trim. I've still got the brochure I picked up at that show.

Fast forward 19 years and we reach reason two: the price. You've seen the ridiculous numbers commanded by immaculate 205 GTIs recently, and while my Series 2 Rallye is several rungs down the ladder from cars like that, it's hard to ignore that prices are slowly creeping up. I didn't want to miss out like I have with so many other cars in the past.

Reason three (and I've always wanted to say this): they don't build 'em like they used to. Modern cars are astonishingly talented, but pickings at the affordable end of the market are much slimmer. A VW Up is fun in a superficial, drive-the-wheels-off-it kind of way, but the Panda 100HPs, SportKas and, yes, 106 Rallyes were genuine performance cars in miniature. I couldn't resist owning one of the best cars from a time when cheap cars could be just as fun as those at ten times the price.

Reason four: the Rallye is an antidote. It's an antidote to holding my breath every time I'm driving a modern car and the road gets narrow. It's an antidote to unexplorable extremes of performance and grip, to electronically generated exhaust notes, and to the crushing disappointment of yet another car with no perceptible steering feel. It's a car I can hop into and enjoy from the moment I turn the key, without ever troubling a speed limit, yet still – thanks to a rich stream of physical and aural feedback – always feel like I'm going fast.

And reason five? I've always been rather fond of those white steel wheels...

Antony Ingram (@evoAntony)

Date acquired	August 2017
Total mileage	111,282
Mileage this month	168
Costs this month	£0
mpg this month	39.3

BC

PERFORMANCE SUSPENSION SYSTEMS



FULLY
ADJUSTABLE
FAST ROAD

BR
SUSPENSION



FROM
£769

INVERTED
MONOTUBE
TRACKDAY

RM
SUSPENSION



FROM
£929

TWO WAY
DAMPING ADJ.
ULTIMATE ROAD & TRACK

ER
SUSPENSION



£1499

INVERTED
MONOTUBE
TWO WAY DAMPING
ADJUSTMENT, TRACKDAY

HR
SUSPENSION



FROM
£1599

EXTERNAL
RESERVOIR
THREE WAY DAMPING
ADJUSTMENT, ULTIMATE
ROAD & TRACK

ZR
SUSPENSION



FROM
£1699

SEE APPLICATIONS ONLINE AT
WWW.BCRACING.CO.UK

CALL 01274 683 633

TRADE ENQUIRIES WELCOME. E&OE. PRICES SHOWN INCLUDE VAT. SEE WEBSITE FOR LATEST SPECIFICATIONS

0%
FINANCE AVAILABLE
FINANCE SUBJECT TO STATUS

NEXT MONTH

ON SALE WEDNESDAY 29 NOVEMBER

PORSCHE 911 GT2 RS

The **evo** verdict on the 690bhp, 211mph ultimate 911

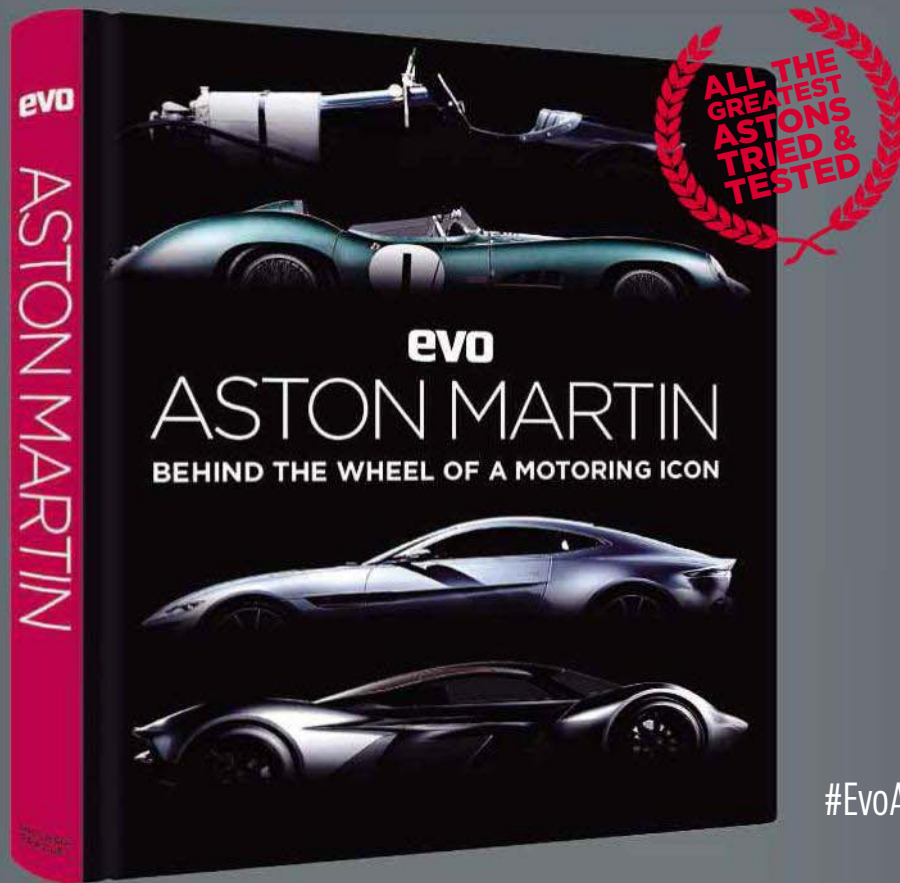


evo (USPS 024-183) is published monthly by Dennis Publishing Ltd, 31-32 Alfred Place, London, WC1E 7DP, United Kingdom. For subscriptions in the USA and Canada, visit www.imsnews.com, phone 1-800-428-3003, fax 1-757-428-6253, or email cs@imsnews.com. U.S. Agent Pitney Bowes International Mailing Services, 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, 31-32 Alfred Place, London, WC1E 7DP, 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.

evo ASTON MARTIN



#EvoAstonMartin



THE NEW BOOK OUT NOW

The Knowledge

RATINGS

★ = Thrill-free zone ★★ = Tepid ★★★ = Interesting ★★★★★ = Seriously good ★★★★★★ = A truly great car

⊕ = new entry this month. Cars in italics are no longer on sale. **Issue no.** is for our most recent major test of the car (D = Driven, F = feature). Call 0330 333 9491 for back issues. **Engine** is the car's combustion engine only – electric motors aren't shown. **Weight** is as quoted by the manufacturer for the car in basic spec, e.g. with a manual gearbox. In most cases this is to DIN standards (i.e. with fluids but without a driver), but where the manufacturer only quotes a 'dry' weight (i.e. without fluids) this is indicated by *. Note that a dry weight will make the car's power-to-weight ratio (bhp/ton) appear more favourable. **0-62mph (claimed)** is the manufacturer's 0-62 figure, with a manual gearbox where offered. Our **0-60mph** and **0-100mph (tested)** figures could be with either a manual or automatic/DCT gearbox.

SUPERMINIS / HOT HATCHES



OUR CHOICE

Honda Civic Type R. Building on the promise shown by the short-lived FK2 version, the new FK8 Type R is a more rounded proposition – and is all the better for it. It's outrageously fast on all kinds of roads, edges ahead of its rivals on track, offers oodles of interaction and is practical to boot.



BEST OF THE REST

If you can't stomach the Civic's styling, the classy **VW Golf R** may be more up your street – there's even a handy estate version. The new **Hyundai i30 N Performance Package**, meanwhile, makes a intriguing – and impressive – alternative to the usual suspects. From the smaller hatches, we'd choose the **Peugeot 208 GTI** by **Peugeot Sport** (left).

MAKE & MODEL	ISSUE NO.	PRICE	ENGINE CYL/CC	BHP/RPM	LB FT/RPM	WEIGHT	BHP/TON	0-62MPH (CLAIMED)	0-60MPH (TESTED)	0-100MPH (TESTED)	MAX MPH	EVO RATING	
Abarth 595 Competizione	196 D	£19,890	4/1368	178/5500	184/3000	1035kg	175	6.8	-	-	140	+ Spirited engine, still looks great - Favours fun over finesse	★★★★☆
Abarth 695 Biposto	205 F	£33,055	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 F	'09-'16	4/1368	168/5500	184/2500	1145kg	149	7.5	-	-	136	+ Great MultiAir engine, impressive ride - Not as feisty as we hoped	★★★★★
Alfa Romeo Giulietta Veloce/QV	199 D	£29,635	4/1742	237/5750	251/2000	1320kg	182	6.0	-	-	152	+ 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	+ Shows signs of deep talent... - ...but should be more exciting	★★★★★
Alfa Romeo 147 GTA	187 F	'03-'06	6/3179	247/6200	221/4800	1360kg	185	6.3	6.0	15.5	153	+ Mk1 Focus RS pace without the histrionics - Slightly nose-heavy	★★★★★
Audi S1	211 F	£25,940	4/1984	228/6000	273/1600	1315kg	176	5.8	-	-	155	+ Compliant and engaging chassis; quick, too - Looks dull without options	★★★★★
Audi A1 quattro	181 F	'13	4/1984	253/6000	258/2500	1420kg	181	5.7	-	-	152	+ Polished 253bhp all-wheel-drive A1 - Just 19 for UK, Porsche Cayman price	★★★★★
Audi RS3 Sportback	240 D	£44,300	5/2480	394/5850	354/1700	1510kg	265	4.1	-	-	155	+ Hugely quick point-to-point - Sometimes speed isn't the be-all and end-all	★★★★★
Audi S3	188 F	'13-'16	4/1984	296/5500	280/1800	1395kg	216	5.2	5.4	12.5	155	+ Lots of grip and one of the best-sounding four-pot turbos - Still a little too clinical	★★★★★
Audi RS3 Sportback	221 F	'15-'16	5/2480	362/5500	343/1625	1520kg	242	4.3	3.6	-	155	+ Addictive five-cylinder noise; monster pace - Chassis not exactly playful	★★★★★
Audi S3	106 F	'06-'12	4/1984	261/6000	258/2500	1455kg	183	5.7	5.6	13.6	155	+ Very fast, very effective, very... er, quality - A little too clinical	★★★★★
Audi RS3 Sportback	156 F	'10-'12	5/2480	335/5400	332/1600	1575kg	216	4.6	-	-	155	+ Very fast, very, effective, very... er, quality, with added five-pot character - A little too clinical	★★★★★
BMW 125i M Sport	176 D	£28,940	4/1997	221/5200	229/1400	1400kg	160	6.1	-	-	155	+ Performance, price, running costs - Dull four-pot soundtrack	★★★★★
BMW M140i	-	£32,205	6/2979	335/5500	369/1520	1445kg	236	4.8	-	-	155	+ Pace; compact size suits UK roads well - Lacks the precision of the best performance cars	★★★★★
BMW M135i	212 F	'12-'15	6/2979	321/5800	332/1300	1430kg	228	5.1	5.2	-	155	+ Powertrain, noise, chassis - M235i looks nicer, and has an LSD option	★★★★★
BMW 130i M Sport	106 F	'05-'10	6/2996	261/6650	232/2750	1450kg	183	6.0	6.1	15.3	155	+ Fantastic engine - Suspension can still get a little boingy	★★★★★
Citroën DS3 1.6 THP	142 F	'10-'15	4/1598	154/6000	177/1400	1240kg	126	7.3	-	-	133	+ 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	+ A faster, feistier DS3 - Not as hardcore as its 'Racing' tag suggests	★★★★★
Citroën Saxo VTS	020 F	'97-'03	4/1587	120/6600	107/5200	935kg	130	8.7	7.6	22.6	127	+ Chunky, chuckable charger - Can catch out the unwary	★★★★★
Citroën AX GT	195 F	'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	★★★★★
DS 3 Performance	222 D	£21,415	4/1598	205/6000	221/3000	1175kg	177	6.5	-	-	143	+ All the right ingredients - Undercooked	★★★★★
Fiat Panda 100HP	132 F	'06-'11	4/1368	99/6000	97/4250	975kg	103	9.5	-	-	115	+ About as fun as small cars get - Optional ESP can't be turned off	★★★★★
Ford Fiesta ST	207 F	'13-'17	4/1596	197/5700	214/2500	1088kg	184	6.9	7.4	18.4	137	+ Chassis, price, punchy performance - Have you heard of Mountune?	★★★★★
Ford Fiesta ST Mountune	213 F	'13-'17	4/1596	212/6000	236/2750	1088kg	198	6.4	-	-	140	+ One of the best mid-sized hatches made even better - Badge snobbery	★★★★★
Ford Fiesta ST200	225 F	'16	4/1596	212/6000	236/2500	1088kg	198	6.7	-	-	143	+ Massive fun - They only made 400	★★★★★
Ford Fiesta Zetec S	123 D	'08-'13	4/1596	118/6000	112/4050	1045kg	115	9.9	-	-	120	+ Genuinely entertaining supermini - Renault Sport Twingo and Suzuki Swift are even more fun	★★★★★
Ford Fiesta Zetec S Mountune	132 F	'08-'13	4/1596	138/6750	125/4250	1080kg	130	7.9	-	-	120	+ A touch more go, and 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	+ Great looks, decent brakes - Disappointing chassis, gutless engine	★★★★★
Ford Fiesta ST185 Mountune	115 F	'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 (Mk3)	219 D	£26,195	4/1997	182/3500	295/2000	1488kg	124	8.3	-	-	135	+ Performance not sacrificed at the altar of economy - Gets ragged when really pushed	★★★★★
Ford Focus ST (Mk3)	207 F	£25,095	4/1999	247/5500	265/2000	1362kg	184	6.5	-	-	154	+ Excellent engine - Scrappy when pushed	★★★★★
Ford Focus ST Mountune (Mk3)	187 D	£25,595	4/1999	271/5500	295/2750	1362kg	202	5.7	-	-	154+	+ Great value upgrade - Steering still not as feelsome as that of some rivals	★★★★★
Ford Focus ST (Mk2)	119 F	'05-'10	5/2522	222/6000	236/1600	1392kg	162	6.8	6.7	16.8	150	+ Value, performance, integrity - Big engine compromises handling	★★★★★
Ford Focus RS (Mk3)	241 F	£32,265	4/2261	345/6000	347/2000	1547kg	227	4.7	4.9	12.6	166	+ Torque-vectoring 4WD brings new sensations to hot hatch sector - Needs to be driven hard	★★★★★
Ford Focus RS (Mk2)	195 F	'09-'11	5/2522	300/6500	324/2300	1467kg	208	5.9	5.9	14.2	163	+ Huge performance, highly capable FWD chassis - Body control is occasionally clumsy	★★★★★
Ford Focus RS500 (Mk2)	181 F	'10-'11	5/2522	345/6000	339/2500	1467kg	239	5.6	5.6	12.7	165	+ More power and presence than regular Mk2 RS - Pricey	★★★★★
Ford Focus RS (Mk1)	207 F	'02-'03	4/1998	212/5500	229/3500	1278kg	169	6.7	5.9	14.9	143	+ Some are great - Some are awful (so make sure you drive plenty)	★★★★★
Ford Escort RS Cosworth	157 F	'92-'96	4/1993	224/6250	224/3500	1275kg	179	6.2	-	-	137	+ The ultimate Essex hot hatch - Unmodified ones are rare, and pricey	★★★★★
Ford Racing Puma	128 F	'00-'01	4/1679	153/7000	119/4500	1174kg	132	7.9	7.8	23.2	137	+ Exclusivity - The standard Puma does it so well	★★★★★
Honda Civic Type R (FK8)	241 F	£30,995	4/1996	316/6500	295/2500	1380kg	233	5.8	5.9	12.6	169	+ Wildly exciting, with improved refinement - Looks still challenging for some	★★★★★
Honda Civic Type R (FK2)	227 F	'15-'17	4/1996	306/6500	295/2500	1378kg	226	5.7	5.4	12.4	167	+ Great on smooth roads - Turbo engine not as special as old nat-asp units; styling a bit 'busy'	★★★★★
Honda Civic Type R (FN2)	102 F	'07-'11	4/1998	198/7800	142/5600	1267kg	158	6.6	6.8	17.5	146	+ Looks great, VTEC more accessible - Steering lacks feel, inert balance	★★★★★
Honda Civic Type R Championship White	126 D	'09-'10	4/1998	198/7800	142/5600	1267kg	158	6.6	-	-	146	+ Limited-slip diff a welcome addition to the FN2 Type R - It should've been on the standard car	★★★★★
Honda Civic Type R Mugen (FN2)	195 F	'09-'11	4/1998	237/8300	157/6250	1233kg	195	5.9	-	-	155	+ Fantastic on road and track - Only 20 were made, and they're a tad pricey...	★★★★★
Honda Civic Type R (EP3)	075 F	'01-'05	4/1998	197/7400	145/5900	1204kg	166	6.8	6.8	16.9	146	+ Potent and great value - Breadvan looks divide opinion; duff steering	★★★★★
Honda Civic Type R (EK9)	210 F	'97-'00	4/1595	182/8200	118/7500	1040kg	178	6.8	-	-	135	+ Sublime early incarnation of the Type R recipe - Good ones are thin on the ground	★★★★★
Hyundai i30 N Performance Package	241 D	£28,000	4/1998	271/6000	279/1450	1429kg	193	6.1	-	-	155	+ Impressive first effort from the N division - Engine could use more character and guts	★★★★★
Kia Proceed GT	217 D	£23,310	4/1591	201/6000	195/1500	1359kg	143	7.3	-	-	150	+ Fun and appealing package - Soft-edged compared to rivals	★★★★★
Lancia Delta HF Integrale Evoluzione	194 F	'91-'92	4/1995	207/5750	220/3500	1300kg	162	6.0	-	-	134	+ One of the finest cars ever built - Demands love, LHD only	★★★★★
Mazda 3 MPS	137 F	'06-'13	4/2261	256/5500	280/3000	1385kg	188	6.1	6.3	14.5	155	+ Quick, eager and very good value - The steering's iffy	★★★★★
Mercedes-AMG A45	221 F	£40,695	4/1991	376/6000	350/2250	1480kg	258	4.2	3.9	-	155	+ Tremendously fast - But not a true great	★★★★★
Mercedes-Benz A45 AMG	194 F	'12-'15	4/1991	355/6000	332/2250	1480kg	244	4.6	4.3	10.6	155	+ Blisteringly quick everywhere - Not as rewarding as some slower rivals	★★★★★
MG Metro 6R4 Clubman	181 F	'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	£15,775	3/1499	134/4500	162/1250	1085kg	125	7.9	-	-	130	+ Punchy three-cylinder engine, good chassis - Tubby styling	★★★★★

MAKE & MODEL	ISSUE NO.	PRICE	ENGINE CYL/CC	BHP/RPM	LB FT/RPM	WEIGHT	BHP/TON	0-62MPH (CLAM)	0-60MPH (0-60)	0-100MPH (0-100)	MAX MPH	EVO RATING	
Mini Cooper S (F56)	196 D	£19,130	4/1998	189/4700	206/1250	1160kg	166	6.8	-	-	146	Still has that Mini DNA - Expensive with options	★★★★☆
Mini John Cooper Works (F56)	211 F	£23,305	4/1998	228/5200	236/1250	1200kg	193	6.3	-	-	153	Fast, agile, nimble - Chassis lacks sparkle found in previous JCWs	★★★★☆
Mini John Cooper Works Challenge (F56)	237 F	£32,000	4/1998	228/5200	236/1250	1215kg	191	6.3	-	-	152	A more hardcore JCW, honed with help from Evo! - Just 100 being built	★★★★☆
Mini Cooper (R56)	185 F	'09-'14	4/1598	120/6000	118/4250	1075kg	113	9.1	-	-	126	Brilliant ride and composure; could be all the Mini you need - You'll still buy the 'S'	★★★★☆
Mini Cooper S (R56)	149 F	'06-'14	4/1598	181/5500	177/1600	1140kg	161	7.0	7.0	-	142	Like the Cooper, but with added shove - Google 'Mini death rattle'	★★★★☆
Mini John Cooper Works (R56)	184 F	'08-'14	4/1598	208/6000	206/2000	1160kg	182	6.9	7.2	16.7	148	A seriously rapid Mini - Occasionally just a little unruly	★★★★☆
Mini John Cooper Works GP (R56)	231 F	'13-'14	4/1598	215/6000	206/2000	1160kg	188	6.3	-	-	150	Brazenly hyperactive - Too much for some roads and some tastes	★★★★☆
Mini John Cooper Works Coupe (R58)	164 F	'11-'15	4/1598	208/6000	206/2000	1175kg	180	6.3	-	-	149	The usual raucous Mini JCW experience - But wearing a backwards baseball cap	★★★★☆
Mini Cooper S (R53)	077 F	'02-'06	4/1598	168/6000	155/4000	1140kg	143	7.2	7.8	19.9	135	Strong performance, quality feel - Over-long gearing	★★★★☆
Mini Cooper S Works GP (R53)	144 F	'06	4/1598	215/7100	184/4600	1090kg	200	6.5	-	-	149	Storming engine, agility - Tacky styling 'enhancements'	★★★★☆
Nissan Juke Nismo RS	208 D	£22,905	4/1618	215/6000	206/3600	1315kg	166	7.0	-	-	137	Quirky character and bold styling - Still not a match for a pukka hot hatch	★★★★☆
Nissan Juke Nismo	184 F	£20,495	4/1618	197/6000	184/2400	1306kg	153	7.7	-	-	134	More than the sum of its parts - Not enough to add up to a pukka hot hatch	★★★★☆
Peugeot 106 Rallye (Series 2)	-	'97-'98	4/1587	103/6200	97/3500	865kg	121	8.8	-	-	121	Bargain no-frills thrills - Not as much fizz as original 1.3	★★★★☆
Peugeot 106 Rallye (Series 1)	095 F	'94-'96	4/1294	100/7200	80/5400	826kg	123	10.6	-	-	118	Frantic, thrashy fun - Needs caning to extract full potential	★★★★☆
Peugeot 106 GTI 16v	034 F	'97-'04	4/1587	120/6600	107/5200	950kg	128	7.4	-	-	127	Fine handling supermini - Looks its age	★★★★☆
Peugeot 208 GTI by Peugeot Sport	225 F	£22,900	4/1598	205/5800	221/1750	1185kg	176	6.5	-	-	143	The most focused small hatch on sale - Fiesta ST Mountune is thousands cheaper	★★★★☆
Peugeot 208 GTI	184 F	'12-'16	4/1598	197/5800	203/1700	1160kg	173	6.8	6.8	17.9	143	Agile chassis works well on tough roads - Could be more involving	★★★★☆
Peugeot 205 GTI 1.9	195 F	'88-'91	4/1905	130/6000	119/4750	910kg	145	7.6	-	-	124	Still scintillating after all these years - Brittle build quality	★★★★☆
Peugeot 308 GTI (270) by Peugeot Sport	238 D	£28,950	4/1988	266/6000	243/1900	1205kg	224	6.0	-	-	155	Strong performance, agile handling, everyday refinement - Tiny steering wheel	★★★★☆
Peugeot 306 GTI 6	020 F	'93-'01	4/1998	167/6500	142/5500	1215kg	139	7.9	7.2	20.1	140	One of the great GTIs - They don't make them like this any more	★★★★☆
Peugeot 306 Rallye	095 F	'98-'99	4/1998	167/6500	142/5500	1199kg	142	7.8	6.9	19.2	137	Essentially a GTI 6 for less dosh - Limited choice of colours	★★★★☆
Renault Twingo GT	231 D	£13,755	3/898	109/5750	125/2000	1001kg	111	9.6	-	-	113	Nippy performance - Less fun than a rear-engined Renault Sport-fettled car should be	★★★★☆
Renault Sport Twingo 133	175 F	'08-'13	4/1598	131/6750	118/4400	1050kg	127	8.7	-	-	125	Renault Sport experience for pocket money - Optional Cup chassis gives bouncy ride	★★★★☆
Renault Sport Clio 200 Auto	184 F	£19,725	4/1618	197/6000	177/1750	1204kg	166	6.7	6.9	17.9	143	Faster, more refined, easier to drive - We miss the revvy NA engine and manual 'box	★★★★☆
Renault Sport Clio 220 Trophy	229 D	£22,425	4/1618	217/6050	206/2000	1204kg	183	6.6	-	-	146	Willing chassis - Awful paddleshift gearbox	★★★★☆
Renault Sport Clio 200 Cup	195 F	'09-'13	4/1998	197/7100	159/5400	1204kg	166	6.9	6.6	16.7	141	The hot Clio at its best - They don't make it anymore	★★★★☆
Renault Sport Clio 197 Cup	115 F	'07-'09	4/1998	194/7250	158/5550	1240kg	161	6.9	-	-	134	Quick, polished and capable - Not as much sheer fun as 182 Cup	★★★★☆
Renault Sport Clio 182	066 F	'04-'05	4/1998	180/6500	148/5250	1101kg	165	7.1	6.6	17.5	139	Took hot hatches to a new level - Flawed driving position	★★★★☆
Renault Sport Clio 182 Cup	187 F	'04-'05	4/1998	180/6500	148/5250	1090kg	168	6.9	-	-	139	Full of beans, fantastic value - Sunday-market upholstery	★★★★☆
Renault Sport Clio Trophy	231 F	'05-'06	4/1998	180/6500	148/5250	1090kg	168	6.9	6.6	17.3	140	The most fun you can have on three (sometimes two) wheels - Just 500 were built	★★★★☆
Renault Sport Clio 172 (Phase 2)	034 F	'01-'03	4/1998	170/6250	147/5400	1101kg	156	7.2	7.1	20.0	138	Poised, predictable, fast - Lacks aggressive edge	★★★★☆
Renault Sport Clio 172 Cup	048 F	'02-'03	4/1998	170/6250	147/5400	1071kg	171	6.9	6.5	17.7	138	Bargain old-school hot hatch - Nervous in the wet, no ABS	★★★★☆
Renault Sport Clio 172 (Phase 1)	146 F	'00-'01	4/1998	170/6250	147/5400	1035kg	167	7.2	6.6	18.2	138	Brilliantly accomplished - Imperfect driving position	★★★★☆
Renault Clio Williams	233 F	'93-'96	4/1988	148/6100	126/4500	981kg	153	7.8	7.6	20.8	134	One of the best hot hatches ever - Can be fragile	★★★★☆
Renault 5 GT Turbo	195 F	'87-'91	4/1397	118/5750	122/3000	855kg	140	7.3	-	-	120	Clio Williams' grand-daddy - Few unmodified ones left	★★★★☆
Renault Sport Clio V6 255	231 F	'03-'05	6/2946	251/7150	221/4650	1400kg	182	6.0	-	-	144	Supercar drama without the original's edgy handling - Uninspired interior	★★★★☆
Renault Sport Clio V6	029 F	'99-'02	6/2946	227/6000	221/3750	1410kg	164	6.6	5.8	17.0	145	Pocket supercar - Mid-engined handling can be tricky	★★★★☆
Renault Sport Mégane 275 Cup-S/Nav 275	223 D	'16	4/1998	271/5500	265/3000	1394kg	198	5.8	-	-	158	The same engine as the Trophy-R - They don't make it anymore	★★★★☆
Renault Sport Mégane 265 Cup	195 F	'12-'15	4/1998	261/5500	265/3000	1387kg	191	6.0	6.4	14.8	158	A hot hatch benchmark - Cupholder could be better positioned	★★★★☆
Renault Sport Mégane 275 Trophy	212 F	'14-'15	4/1998	271/5500	265/3000	1376kg	200	5.8	-	-	159	Another cracking Trophy model - Stripped-out Trophy-R is even more thrilling	★★★★☆
Renault Sport Mégane 275 Trophy-R	231 F	'14-'15	4/1998	271/5500	265/3000	1297kg	212	5.8	-	-	158	As absorbing as a 911 GT3 RS on the right road - Too uncompromising for some; pricey	★★★★☆
Renault Sport Mégane 250 Cup	139 F	'09-'12	4/1998	247/5500	251/3000	1387kg	181	6.1	6.1	14.6	156	Fantastic chassis... - ...partially obscured by new-found maturity	★★★★☆
Renault Sport Mégane dCi 175 Cup	119 F	'07-'09	4/1995	173/3750	265/2000	1470kg	119	8.3	8.3	23.5	137	A diesel with a genuinely sporty chassis - Could take more power	★★★★☆
Renault Sport Mégane 230 FI Team R26	195 F	'07-'09	4/1998	227/5500	229/3000	1345kg	171	6.5	6.2	16.0	147	The car the R26.R is based on - FI Team stickers in dubious taste	★★★★☆
Renault Sport Mégane R26.R	231 F	'08-'09	4/1998	227/5500	229/3000	1220kg	189	6.0	5.8	15.1	147	One of the true hot hatch heroes - Two seats, plastic rear windows	★★★★☆
SEAT Mi	-	£9655	3/999	59/5000	70/3000	854kg	70	14.4	-	-	99	Like VW's Up but more expensive - Still predictably slow	★★★★☆
SEAT Ibiza Cupra	225 F	£18,465	4/1798	189/4300	236/1450	1185kg	162	6.7	-	-	146	Quick, competent, refined, and manual only - Not exciting enough	★★★★☆
SEAT Ibiza Cupra	183 D	'10-'15	4/1390	178/6200	184/2000	1259kg	144	6.9	-	-	142	Punchy engine, unflappable DSG - Lacks engagement, DSG only	★★★★☆
SEAT Leon Cupra 300	241 F	'30,155	4/1984	296/5500	280/1800	1300kg	231	5.7	6.2	12.7	155	Already potent Cupra gets yet another 10bhp - The Mk7.5 Golf R	★★★★☆
SEAT Leon Cupra 290	227 F	'16-'17	4/1984	286/5900	258/1700	1300kg	224	5.9	6.4	13.4	155	Serious pace and agility for Golf GTI money, now with an extra 10bhp - The Mk7 Golf R	★★★★☆
SEAT Leon Cupra 280	220 F	'14-'15	4/1984	276/5600	258/1750	1300kg	216	5.8	-	-	155	Serious pace and agility for Golf GTI money - The Mk7 Golf R	★★★★☆
SEAT Leon Cupra	105 F	'07-'11	4/1984	237/5700	221/2200	1375kg	175	6.4	-	-	153	Great engine, composure - Doesn't have the adjustability of the old Cupra R	★★★★☆
SEAT Leon Cupra R	139 F	'10-'12	4/1984	261/6000	258/2500	1375kg	193	6.2	6.1	14.0	155	Bold car, blinding engine - Lacks the character of its rival megahatches	★★★★☆
SEAT Leon Cupra R 225	067 F	'03-'06	4/1781	222/5900	206/2200	1376kg	164	6.9	-	-	150	Cross-country pace, practicality, value - Not as thrilling as some	★★★★☆
Skoda Citigo	-	£8275	3/999	59/5000	70/3000	854kg	70	14.4	-	-	101	Like VW's Up, but 2mph faster flat out - 101mph isn't something to boast about	★★★★☆
Skoda Fabia vRS (Mk2)	146 D	'10-'14	4/1390	178/6200	184/2000	1218kg	148	7.3	-	-	139	Clever twincharged engine and DSG box - Do your homework on the reliability of the engine	★★★★☆
Skoda Fabia vRS (Mk1)	077 F	'03-'07	4/1896	130/4000	229/1900	1315kg	100	9.6	-	-	127	Fun and frugal hot hatch - A little short on steering feel	★★★★☆
Skoda Octavia vRS (Mk3)	187 D	£24,885	4/1984	217/4500	258/1500	1345kg	164	6.8	-	-	154	Quick, agile, roomier than a Golf - Ride is harsh for what could be a family car	★★★★☆
Skoda Octavia vRS 230 (Mk3)	215 D	£25,130	4/1984	221/4700	258/1500	1345kg	171	6.7	-	-	155	Limited-slip diff makes for a sharper steer - It could handle more than the extra 10bhp	★★★★☆
Skoda Octavia vRS TDI 4x4 (Mk3)	223 D	£28,050	4/1968	181/3500	206/1750	1475kg	125	7.6	-	-	142	Four-wheel drive tightens the vRS chassis - Diesel and DSG only	★★★★☆
Skoda Octavia vRS (Mk2)	163 F	'05-'13	4/1998	197/5100	206/1700	1395kg	143	7.3	-	-	149	Drives like a GTI but costs much less - Green brake calipers?	★★★★☆
Subaru Impreza WRX	125 D	'08-'10	4/2457	251/5400	288/3000	1395kg	180	5.5	-	-	130	An improvement over the basic WRX - Still not the WRX we wanted	★★★★☆
Subaru Impreza STI 330S	124 F	'08-'10	4/2457	325/5400	347/3400	1505kg	219	4.4	-	-	155	A bit quicker than the regular STI... - ...but not better	★★★★☆
Suzuki Swift Sport (Mk2)	175 F	£13,999	4/1586	134/6900	118/4400	1045kg	130	8.7	-	-	121	Still a great pocket rocket - Not quite as adjustable as the original	★★★★☆
Suzuki Swift Sport (Mk1)	132 F	'05-'11	4/1586	123/6800	109/4800	1030kg	121	8.9	-	-	124	Entertaining handling, well built - Lacking in steering feedback	★★★★☆
Vauxhall Corsa VXR	211 F	£19,245	4/1598	202/5800	206/1900	1278kg	161	6.8	-	-	143	Begs to be wrung out - You'll need the £2400 Performance Pack	★★★★☆
Vauxhall Corsa VXR	154 F	'07-'14	4/1598	189/5850	192/1980	1166kg	165	7.2	-	-	140	Looks snazzy, punchy engine - Lacks feel, uncouth compared with rivals	★★★★☆
Vauxhall Corsa VXR Nürburgring/Clubsport	164 F	'11-'13/'14	4/1598	202/5750	206/2250	1166kg	176	6.8	-	-	143	VXR gets more power and a limited-slip diff - But they come at a price	★★★★☆
Vauxhall Astra/GTC VXR (Mk2)	207 F	£29,665	4/1998	216/5500	295/2500	1475kg	190	6.0	-	-	155	Loony turbo pace - Lacks the Renault Sport Mégane's precision	★★★★☆
Vauxhall Astra VXR (Mk1)	102 F	'05-'11	4/1998	237/5600	236/2400	1393kg	173	6.4	6.7	16.7	152	Fast and furious - Lacks a little composure and precision	★★★★☆
VW Up	171 F	£8995	3/999	59/5000	70/3000	854kg	70	14.4	-	-	99	Accomplished city car is dynamically sound... - ...but predictably slow	★★★★☆
VW Lupo GTI	034 F	'01-'04	4/1598	123/6500	112/3000	1038kg	120	8.2	8.9	30.1	127	Looks, performance, chassis - Lacks the fizz of the 106 GTI	★★★★☆
VW Polo GTI	211 F	£19,430	4/1798	189/4200	236/1450	1197kg	160	6.7	-	-	146	Smooth and brawny - Fiesta ST is more engaging	★★★★☆
VW Polo GTI	154 F	'10-'14	4/1390	178/6200	184/2000	1184kg	153	7.4	-	-	142	Modern-day Mk1 Golf GTI gets twin-clutch DSG - It's a little bit bland	★★★★☆
VW Golf GTI (Mk7.5)	233 D	£27,865	4/1984	221/4700	258/1500	1289kg	179	6.4	-	-	155	Still the most capable all-round hot hatch - Should be more thrilling	★★★★☆
VW Golf GTI Performance (Mk7.5)	236 F	£29,280	4/1984	242/5000	273/1600	1312kg	187	6.2	-	-	155	A GTI with an extra 15bhp and an LSD - Could still be more thrilling	★★★★☆
VW Golf R (Mk7.5)	235 D	£32,310	4/1984	306/5500	280/2000	1408kg	221	5.1	-	-	155	Outrageous yet accessible performance - Manual gearshift isn't the best	★★★★☆
VW Golf GTD (Mk7)	200 D	'13-'17	4/1968	181/3500	280/1750	1302kg	141	7.5	-	-	143	Pace, fuel economy, sounds good for a diesel - Lacks the extra edge of the GTI	★★★★☆
VW Golf GTE (Mk7)	236 F	'15-'17	4/1395	201	258	1524kg	134	7.6	-	-	138	The most enjoyable plug-in hybrid in its price range - Golf GTI still quicker and more fun	★★★★☆
VW Golf GTI (Mk7)	236 F	'13-'17	4/1984	217/4500	258/1500	1276kg	173	6.5	-	-	153	Brilliantly resolved - Lacks the punch of newer rivals	★★★★☆
VW Golf GTI Clubsport Edition 40 (Mk7)	230 D	'16-'17	4/1984	286/5350	280/1700	1300kg	224	6.3	-	-	155	A faster, sharper, more entertaining GTI - Some rivals are more exciting on track	★★★★☆
VW Golf GTI Clubsport S (Mk7)	229 F	'16	4/1984	306/5800	280/1850	1285kg	242						



GTECHNIQ
SMART SURFACE SCIENCE

LEADING THE WAY IN
**AUTOMOTIVE
DETAILING
TECHNOLOGY**

**THREE WISHES
FOR YOUR CAR:**

- 1  APPLIED BY A MASTER
GTECHNIQ
ACCREDITED
DETAILER
- 2  THE BEST AVAILABLE
PRODUCT
PERFORMANCE
& FINISH
- 3  **7** YEAR GUARANTEE

Crystal Serum is the only ceramic
coating that comes with its own
Gtechniq Accredited Detailer.

The unique service ensures your car
is detailed to unrivalled levels of
perfection, with a product that offers
the ultimate durability, scratch and
chemical resistance. Plus, the same slick
finish and candy-like gloss you can expect
from the world's finest carnauba waxes.



Meet Adam

One of our Gtechniq Accredited Detailers.

GENIE
WITH A BOTTLE

service.gtechniq.com



SALOONS / ESTATES / SUVs



OUR CHOICE

Alfa Romeo Giulia Quadrifoglio. At last, an Alfa Romeo we can love not just for its badge, for the noise it makes and for being Italian, but because it's a great car. In fact, the Giulia Quadrifoglio is a saloon car that feels like a sports car – and thankfully that sports car isn't a 4C.



BEST OF THE REST

If you prefer your fast saloons German, consider the **Mercedes-AMG C63 S** or its more focused rival, the **BMW M3**. Moving up a size, the **Mercedes-AMG E63 S 4Matic+** (left) is relentlessly rampant but has finesse too, while the **Porsche Panamera Turbo** runs the E63 close and feels good for its 7min 38sec Ring time.

MAKE & MODEL	ISSUE NO.	PRICE	ENGINE Cyl./CC	BHP/RPM	LB FT/RPM	WEIGHT	BHP/TON	0-62MPH (CLAMBER)	0-100MPH (CLAMBER)	0-100MPH (TESTED)	MAX MPH	EVO RATING
Alfa Romeo Giulia 2.0 Turbo Super	234 D	£31,180	4/1995	197/5000	243/1750	1429kg	140	6.6	-	-	146	+ Keen engine, enjoyable handling - Firm low-speed ride ★★★★★
Alfa Romeo Giulia Quadrifoglio	237 F	£61,300	6/2891	503/6500	443/2500	1620kg	315	3.9	-	-	191	+ If Ferrari built a saloon (really) - Lacks the final polish of German rivals ★★★★★
Alfa Romeo Stelvio	234 D	£35,000	4/1995	216/5250	295/1750	1660kg	169	5.7	-	-	143	+ Agile feel, quick steering, attractive cabin - Engine not truly inspiring ★★★★★
Alpina D3 Biturbo (F30)	192 D	£47,950	6/2993	345/4000	516/1500	1585kg	221	4.6	-	-	173	+ 173mph from a 3-litre diesel! Brilliant chassis, too - Auto only ★★★★★
Alpina B3 Biturbo (F30)	188 D	£3-16	6/2979	404/5500	442/3000	1630kg	252	4.3	-	-	190	+ Understated appearance, monster performance - E90 M3 is better on the limit ★★★★★
Aston Martin Rapide S	201 D	£147,950	12/5935	552/6650	465/5500	1990kg	282	4.4	-	-	203	+ Oozes star quality; gearbox on 2015MY cars a big improvement - It's cosy in the back ★★★★★
Aston Martin Rapide	141 F	£10-13	12/5935	470/6000	443/5000	1990kg	240	5.3	-	-	188	+ Better than its DB9 sibling - More of a 2+2 than a proper four-seater ★★★★★
Audi S3 Saloon	192 D	£35,405	4/1984	306/5500	280/1800	1430kg	210	5.3	-	-	155	+ On paper a match for the original S4 - In reality much less interesting ★★★★★
Audi RS3 Saloon	235 F	£45,250	5/2480	394/5850	354/1700	1515kg	264	4.1	-	-	155	+ Mini RS4 looks; stonking pace - Not the most involving driving experience ★★★★★
Audi S4 (B9)	225 D	£44,600	6/2995	349/5400	369/1370	1630kg	218	4.7	-	-	155	+ Strong response and delivery from turbo engine - Chassis feels softer than before ★★★★★
Audi S4 (B8)	166 D	£8-16	6/2995	328/5500	324/2900	1650kg	202	5.0	-	-	155	+ Great supercharged powertrain, secure chassis - The RS4 ★★★★★
Audi RS4 Avant (B8)	216 F	£12-15	8/4163	444/8250	317/4000	1795kg	251	4.7	4.5	10.5	174	+ Looks and sounds the part, thunderously fast - Unnatural steering, dull dynamics ★★★★★
Audi RS4 (B7)	231 D	£5-08	8/4163	414/7800	317/5500	1650kg	255	4.7	4.5	10.5	155	+ 414bhp at 7800rpm! And there's an estate version too - Busy under braking ★★★★★
Audi RS4 (B5)	192 F	£10-02	6/2671	375/6100	325/2500	1620kg	236	4.9	4.8	12.1	170	+ Effortless pace - Not the last word in agility; bends wheel rims ★★★★★
Audi RS2	214 F	£94-95	5/2226	315/6500	302/3000	1595kg	201	4.8	4.8	13.1	162	+ Storming performance (thanks to Porsche) - Try finding one ★★★★★
Audi S5 Sportback	233 D	£44,000	6/2995	349/5400	369/1370	1660kg	214	4.7	-	-	155	+ More capable than you think; strong V6 engine - Gearbox frustrating in auto mode ★★★★★
Audi S6	091 D	£6-11	10/5204	429/6800	398/3000	1910kg	228	5.5	-	-	155	+ Fast, and discreet with it - Very muted V10 ★★★★★
Audi S6 Avant (C7)	203 F	£81,355	8/3993	552/5700	516/1750	1935kg	290	3.9	3.6	8.2	155	+ Performance, foolproof powertrain, beefy looks - Feels a bit one-dimensional ★★★★★
Audi S6 Avant Performance (C7)	224 D	£88,270	8/3993	591/6100	553/2500	1950kg	311	3.7	-	-	155	+ The extra power is no hassle for the chassis - But it is a stern test of your self-control ★★★★★
Audi S6 Avant (C6)	116 F	£8-10	10/4991	572/6250	479/1500	1985kg	293	4.5	4.3	9.7	155	+ Was the world's most powerful estate - Power isn't everything ★★★★★
Audi S6 Avant (C5)	052 F	£2-04	8/4172	444/5700	413/1950	1865kg	242	4.6	4.8	11.6	155	+ The ultimate estate car? - Numb steering ★★★★★
Audi S7 Sportback	175 D	£65,950	8/3993	414/5000	406/1400	1945kg	216	4.6	-	-	155	+ Looks and drives better than the S6 it's based on - Costs several thousands more ★★★★★
Audi S7 Sportback	208 F	£86,985	8/3993	552/5700	516/1750	1930kg	291	3.9	-	-	155	+ Stonking performance, great looks - Numb driving experience ★★★★★
Audi S8 Plus	217 D	£100,510	8/3993	597/6100	553/2500	1990kg	305	3.8	-	-	155	+ Fantastic drivetrain, quality and refinement - Dynamic Steering feels artificial ★★★★★
Audi RS Q3	206 D	£13-16	5/2480	331/6000	332/1600	1655kg	206	4.8	-	-	155	+ Surprisingly characterful; better than many RSs - High centre of gravity ★★★★★
Audi SQ5	237 D	£51,200	6/2995	349/5400	369/1370	1870kg	190	5.4	-	-	155	+ Fine chassis; deceptive pace - Lacks excitement ★★★★★
Bentley Flying Spur V8	200 D	£132,800	8/3993	500/6000	487/1700	2342kg	217	5.2	-	-	183	+ Effortless performance with real top-end kick - Determinedly unsporting ★★★★★
Bentley Flying Spur V8 S	230 D	£142,800	8/3993	521/6000	502/1700	2342kg	226	4.9	-	-	190	+ Old-school approach to comfort and luxury - Old-school tech ★★★★★
Bentley Flying Spur	185 D	£154,900	12/5998	616/6000	590/1600	2400kg	261	4.6	-	-	199	+ For those who still want their Flying Spur with a W12 - Car feels its weight; engine sounds dull ★★★★★
Bentley Bentayga	217 D	£162,700	12/5950	600/5000	664/1350	2365kg	258	4.1	-	-	187	+ Sublime quality, ridiculous pace - Inert driving experience, SUV stigma ★★★★★
Bentley Mulsanne	178 F	£229,360	8/6752	505/4200	752/1750	2610kg	197	5.3	-	-	184	+ Drives like a modern Bentley should - Shame it doesn't look like one too ★★★★★
Bentley Mulsanne Speed	235 D	£252,000	8/6752	530/4000	811/1750	2610kg	206	4.9	-	-	190	+ Extravagant; effortless performance - Passengers have more fun than you do ★★★★★
BMW 330d M Sport (F30)	180 D	£38,590	6/2993	254/4000	413/2000	1540kg	168	5.6	-	-	155	+ Great engine, fine handling, good value - Steering confuses weight with feel ★★★★★
BMW 340i M Sport Touring (F31)	228 D	£42,055	6/2998	321/5500	332/1380	1615kg	202	5.5	-	-	155	+ Feels more rear-drive chassis - Easy to drive it beyond its comfort zone ★★★★★
BMW 328i (F30)	165 D	£11-15	4/1997	242/5000	258/1250	1430kg	172	6.1	-	-	155	+ New-age four-pot 328i is great all-rounder - We miss the six-cylinder soundtrack ★★★★★
BMW 435i Gran Coupe	203 D	£4-16	6/2979	302/5800	295/1200	1585kg	194	5.5	-	-	155	+ Superb straight-six, fine ride/handling balance - 335i saloon weighs and costs less ★★★★★
BMW M3 (F80)	211 F	£57,355	6/2979	425/5500	406/1850	1560kg	277	4.3	4.1	8.6	155	+ Looks, performance, practicality - Body control on rough roads; engine lacks character ★★★★★
BMW M3 Competition Package (F80)	237 F	£59,595	6/2979	444/7000	406/1850	1560kg	289	4.2	-	-	155	+ The car the F80 M3 should have been from the start - Less refined at low speeds ★★★★★
BMW M3 (E90)	123 F	£8-11	8/3999	414/8300	295/3900	1605kg	262	4.9	4.9	10.7	165	+ Every bit as good as the E92 M3 coupe - No carbon roof ★★★★★
BMW M3 CRT (E90)	179 F	£11-12	8/4361	444/8300	324/3750	1580kg	285	4.4	-	-	180	+ Saloon chassis + weight savings + GTS engine = best E90 M3 - Just 67 were made ★★★★★
BMW M5 (F10)	208 F	£11-16	8/4395	552/6000	501/1500	1870kg	300	4.4	-	-	155	+ Twin-turbocharging suits M5 well - Can feel heavy at times ★★★★★
BMW M5 (E60)	129 F	£10-10	10/4999	500/7700	384/6100	1755kg	289	4.7	-	-	155	+ Close to being the ultimate supersaloon - SMG gearbox feels old-tech ★★★★★
BMW M5 (E39)	110 F	£9-13	8/4941	394/6600	369/3800	1795kg	223	5.3	4.9	11.5	155	+ Magnificent V8-engined supersaloon - We'd be nitpicking ★★★★★
BMW M5 (E34)	110 F	£9-16	6/3795	335/6900	295/4750	1725kg	197	5.8	4.9	13.6	155	+ The Godfather of supersaloons - The family can come too ★★★★★
BMW M5 (E28)	182 F	£8-18	6/3453	282/6500	251/4500	1431kg	200	6.1	-	-	156	+ The original storming saloon - Understated looks ★★★★★
BMW M6 Gran Coupe	190 D	£95,665	8/4395	552/6000	501/1500	1875kg	299	4.2	-	-	155	+ Enormous performance, stylish looks - Price looks silly next to rivals, M5 included ★★★★★
BMW M760Li xDrive	233 D	£132,310	12/6592	602/5500	590/1550	2180kg	281	3.7	-	-	155	+ More capable than you'd think; strong engine - Too much of a limo to be genuinely exciting ★★★★★
BMW X5 M50d	191 D	£67,220	6/2993	376/4000	546/2000	2190kg	174	5.3	-	-	155	+ Straight-line pace - Driving experience identical to standard X5, despite the M badge ★★★★★
BMW X6 M	212 D	£95,430	8/4395	567/6000	553/2200	2265kg	254	4.2	-	-	155	+ Big improvement on its predecessor - Coupe roofline still of questionable taste ★★★★★
BMW X6 M	134 D	£9-15	8/4395	547/6000	502/1500	2305kg	241	4.7	-	-	171	+ Fast, refined and comfortable - But it definitely lacks the M factor ★★★★★
Cadillac CTS-V	148 F	£8-15	8/6162	556/6100	551/3800	1928kg	293	3.9	-	-	191	+ Stands out among M-cars and AMGs - The novelty might wear off ★★★★★
Cadillac CT6	226 D	£69,990	6/2997	411/5700	409/2500	1950kg	214	5.7	-	-	149	+ Caddy's S-class rival scores on comfort - But not on driver involvement ★★★★★
Honda Accord Type R	012 F	£8-13	4/2157	209/7200	158/6700	1306kg	163	7.2	6.1	17.4	142	+ One of the finest front-drivers of all time - Convincing your friends of that ★★★★★
Infiniti Q50S Hybrid	195 D	£41,450	6/3498	359/6800	402/5000	1762kg	207	5.4	-	-	155	+ Good powertrain, promising chassis - Lacklustre steering, strong rivals ★★★★★
Jaguar XE 2.0d AWD	227 D	£35,335	4/1999	178/4000	317/1750	1615kg	112	7.9	-	-	140	+ Great chassis gets more traction - Shame the engine isn't as polished ★★★★★
Jaguar XE S	237 D	£48,045	6/2995	375/6500	332/3500	1655kg	230	5.0	-	-	155	+ AMG-beating power; handling - Expensive; cabin quality and space lags behind rivals' ★★★★★
Jaguar XE S	213 D	£15-17	6/2995	335/6500	332/4500	1635kg	208	5.1	-	-	155	+ Neat handling, neat design - V6 loses appeal in the real world ★★★★★
Jaguar XF S	214 D	£51,100	6/2995	375/6500	332/4500	1710kg	223	5.3	-	-	155	+ Outstanding ride and handling balance - Engine lacks appeal ★★★★★
Jaguar XF S Diesel	219 D	£50,100	6/2993	296/4000	516/2000	1750kg	172	6.2	-	-	155	+ Great chassis, good looks, better engine than V6 petrol - It's still a diesel ★★★★★
Jaguar XFR	181 D	£9-15	8/5000	503/6000	461/2500	1800kg	284	4.7	4.8	10.2	155	+ Brilliant blend of pace and refinement - Doesn't sound as special as it is ★★★★★
Jaguar XFR-S	208 F	£13-15	8/5000	542/6500	501/2500	1800kg	306	4.6	-	-	186	+ XF turned up to 12 - Tyres aren't cheap ★★★★★
Jaguar XJR	191 D	£91,755	8/5000	542/6500	502/2500	1875kg	294	4.6	-	-	174	+ Hot-rod vibe, fine cabin - Opinion-dividing looks ★★★★★
Jaguar XJ 3.0 V6 Diesel	148 D	£10-16	6/2993	271/4000	442/2000	1835kg	150	6.6	-	-	155	+ A great Jaguar - But not as great as the XJR... ★★★★★
Jaguar F-Pace S	222 D	£53,365	6/2995	375/6500	332/4500	1884kg	202	5.5	-	-	155	+ A match for Porsche's SUVs - Supercharged V6 needs to be worked hard ★★★★★
Lexus GS F	221 D	£72,495	8/4969	470/7100	391/4800	1790kg	267	4.6	-	-	168	+ Superb engine, exploitable chassis - Gearbox is off the pace ★★★★★
Lexus IS F	151 F	£17-12	8/4969	417/6600	372/5200	1744kg	247	5.2	4.7	10.9	173	+ Shockingly good Lexus - The M3's available as a four-door too ★★★★★
Lexus Carlton	170 F	£91-93	6/3615	377/5200	419/4200	1658kg	231	5.4	4.8	10.6	176	+ The Millennium Falcon of saloon cars - Every drive a work-out ★★★★★
Maserati Ghibli	186 D	£53,590	6/2979	325/5000	406/1750	1810kg	182	5.6	-	-	163	+ Bursting with character; good value compared to Quattroporte - It's still a big car ★★★★★
Maserati Ghibli S	198 D	£64,510	6/2979	404/5500	406/4500	1810kg	227	5.0	-	-	177	+ Stands out from the crowd; sounds good too - Chassis lacks finesse, engine lacks reach ★★★★★
Maserati Quattroporte S	184 D	£82,750	6/2979	404/5500	406/1750	1860kg	221	5.1	-	-	177	+ Tempting alternative to V8 - Feel-free steering, ride lacks decorum ★★★★★
Maserati Quattroporte GTS	226 D	£115,980	8/3798	523/6800	479/2250	1900kg	280	4.7	-	-	193	+ Still pretty - Off the pace dynamically ★★★★★
Maserati Quattroporte	085 F	£104-08	8/4244	394/7000	333/4500	1930kg	207	5.6	-	-	171	+ Redefined big-car dynamics - Don't use auto mode ★★★★★
Maserati Quattroporte S	137 F	£8-12	8/4691	425/7000	361/4750	1990kg	216	5.4	5.1	12.1	174	+ A QP with the bhp it deserves - Grille is a bit Hannibal Lecter ★★★★★
Maserati Quattroporte Sport GTS	141 F	£8-12	8/4691	433/7000	361/4750	1990kg	221	5.1	-	-	177	+ The most stylish of supersaloons - Slightly wooden brakes, unforgiving ride ★★★★★
Maserati Levante Diesel	221 D	£54,335	6/2897	271/4000	442/2000	2205kg	125	6.9	-	-	143	+ Impressive blend of ride and handling - Performance is mild for a Maserati ★★★★★
Mercedes-Benz CLA45 AMG	186 D	£43,245	4/1991	355/6000	332/2250	1510kg	239	4.6	-	-	155	+ Strong performance, classy cabin - Pricey compared with A45 AMG hatchback ★★★★★
Mercedes-Benz GLA45 AMG	205 F	£46,875	4/1991	355/6000	332/2250	1510kg	239	4.8	-	-	155	+ An aggressive and focused sports crossover - Low on driver interaction ★★★★★
Mercedes-AMG C43 4Matic Estate	228 D	£46,985	6/2996	362/5500	383/2000	1660kg	222	4.7	-	-	155	+ Incredibly fast and composed - Difficult to engage with ★★★★★
Mercedes-AMG C63 (W205)	209 D	£62,180	8/3982	469/5500	479/1750	1640kg	291	4.1	-	-	155	+ Fast and feelsome - Lacks the ultimate finesse and response of the C63 S ★★★★★

BEST SOLUTIONS FOR EVERY DEMAND

VISIT US AT AUTOSPORT
INTERNATIONAL 2018

HALL 7 - STAND 7410

11TH - 14TH JANUARY
AT THE NEC, BIRMINGHAM

*KW street
comfort*



*KW hls hydraulic
lift system*



*KW coilover
spring kits*



*KW ddc
coilovers*



*KW dlc
airsuspension*



STREET COMFORT

*KW
coilovers*



*KW
coilovers*



*KW
coilovers*



*KW
coilovers*



STREET PERFORMANCE

*KW clubsport
2-way*



*KW clubsport
3-way*



*KW competition
2A*



*KW competition
3A*



TRACK PERFORMANCE

THE PERFECT SUSPENSION FOR EVERY PURPOSE:

KW automotive UK Ltd
Phone: 01634 255506
eMail: info@KWautomotive.co.uk



www.KWautomotive.co.uk

MAKE & MODEL	ISSUE NO.	PRICE	ENGINE CYL/CC	BHP/RPM	LB FT/RPM	WEIGHT	BHP/TON	0-62MPH (CLAM)	0-60MPH (TEST)	0-100MPH (TEST)	MAX MPH	EVO RATING	
Mercedes-AMG C63 Estate (W205)	216 F	£63,380	8/3982	469/5500	479/1750	1710kg	279	4.2	-	-	155	+ Much more fun than it looks - Gearbox dim-witted at low speeds	★★★★★
Mercedes-AMG C63 S (W205)	211 F	£68,930	8/3982	503/5500	516/1750	1655kg	309	4.0	-	-	155	+ Tremendous twin-turbo V8 power - Not quite as focused as an M division car	★★★★★
Mercedes-Benz C63 AMG (W204)	151 F	'08-'14	8/6208	451/6800	442/5000	1655kg	277	4.5	4.4	9.7	155	+ Monstrous pace and extremely engaging - Same-era M3 is just a little better...	★★★★★
Mercedes-Benz C55 AMG (W203)	088 F	'04-'08	8/5439	367/5250	376/4000	1635kg	228	5.2	-	-	155	+ Furiously fast, commendably discreet - Overshadowed by M3 and RS4	★★★★★
Mercedes-Benz 190E 2.5-16	185 F	'89-'92	4/2498	204/6750	177/5500	1300kg	159	7.5	-	-	146	+ M-B's M3 alternative - Not as nimble as the Beemer	★★★★★
Mercedes-AMG E43 4Matic (W213)	236 D	£57,275	6/2996	395/6100	383/2500	1765kg	227	4.6	-	-	155	+ Some of the E63's looks and performance - Not enough of its performance	★★★★★
Mercedes-AMG E63 S 4Matic+ (W213)	237 F	£88,295	8/3982	603/5750	627/2500	1880kg	326	3.4	3.4	7.4	155	+ Fast, refined, effective and fun - At nearly two tons, it's not 911 nimble	★★★★★
Mercedes-Benz E63 AMG (W212)	187 D	'13-'16	8/5461	549/5500	531/1750	1770kg	315	4.2	-	-	155	+ Power, response and accuracy in spades - A little lacking in originality	★★★★★
Mercedes-Benz E63 AMG S (W212)	208 F	'13-'16	8/5461	577/5500	590/1750	1795kg	327	4.1	-	-	155	+ Effortless power; intuitive and approachable - Sluggish auto 'box	★★★★★
Mercedes-Benz E63 AMG (W212)	165 F	'11-'13	8/5461	518/5250	516/1750	1765kg	298	4.4	-	-	155	+ Turbo engine didn't dilute the E63 experience - Sometimes struggles for traction...	★★★★★
Mercedes-Benz E63 AMG (W212)	134 D	'09-'11	8/6208	518/6800	465/5200	1765kg	298	4.5	-	-	155	+ Indulgent chassis, brilliant engine - Steering still vague	★★★★★
Mercedes-Benz E63 AMG (W211)	096 D	'06-'09	8/6208	507/6800	465/5200	1765kg	292	4.5	-	-	155	+ Brilliant engine, indulgent chassis - Vague steering, speed limits	★★★★★
Mercedes-Benz E55 AMG	052 F	'03-'06	8/5439	469/6100	516/2650	1760kg	271	4.7	4.8	10.2	155	+ M5-humbling grunt, cossetting ride - Speed limits	★★★★★
Mercedes-Benz S63 AMG L	191 D	£124,910	8/5461	577/5500	664/2250	1995kg	294	4.4	-	-	155	+ Monster pace - Average steering feel	★★★★★
Mercedes-Benz CLS63 AMG S	199 D	£89,130	8/5461	577/5500	590/1750	1795kg	327	4.1	-	-	155	+ Quick and characterful - Dated gearbox, no four-wheel-drive option in the UK	★★★★★
Mercedes-Benz CLS63 AMG	178 F	'11-'14	8/5461	518/5250	516/1700	1795kg	293	4.4	-	-	155	+ Monster performance, 549bhp an option - Not as desirable as a Bentley or Aston	★★★★★
Mercedes-Benz CLS63 AMG	099 F	'06-'11	8/6208	507/6100	464/2650	1830kg	281	4.5	-	-	155	+ Beauty, comfort, awesome performance - M5 has the edge on B-roads	★★★★★
Mercedes-Benz GLE63 AMG S	218 D	£96,950	8/5461	577/5500	560/1750	2270kg	258	4.2	-	-	155	+ Stonking pace, extreme refinement - Feels remote	★★★★★
Mercedes-Benz GLE63 AMG S Coupe	213 D	£96,575	8/5461	577/5500	560/1750	2275kg	258	4.2	-	-	155	+ Subtler than an X6 M - More force than finesse	★★★★★
Mercedes-Benz ML63 AMG	176 F	'12-'15	8/5461	518/5250	516/1750	2270kg	232	4.7	-	-	155	+ Great engine, surprisingly good dynamics - Same money buys a Boxster and an ML350...	★★★★★
Mercedes-Benz G63 AMG	172 D	£135,025	8/5461	537/5500	560/2000	2475kg	220	5.4	-	-	130	+ It exists; epic soundtrack - Ancient chassis, silly price	★★★★★
Mitsubishi Evo X FQ-300 SST	118 F	'08-'14	4/1998	290/6500	300/3500	1590kg	185	4.5	5.2	13.9	155	+ First Evo with a twin-clutch transmission - Not as exciting as its predecessors	★★★★★
Mitsubishi Evo X FQ-330 SST	134 F	'08-'14	4/1998	324/6500	322/3500	1590kg	207	4.4	-	-	155	+ Great engine and gearbox combo - It still lives in the shadow of the Evo IX	★★★★★
Mitsubishi Evo X FQ-360	122 D	'08-'14	4/1998	354/6500	363/3500	1560kg	231	4.0	-	-	155	+ Ridiculously rapid Evo - A five-speed gearbox?!	★★★★★
Mitsubishi Evo X FQ-400	181 F	'09-'10	4/1998	403/6500	387/3500	1560kg	262	3.8	-	-	155	+ Most powerful factory Evo ever... - about X grand too much when new	★★★★★
Mitsubishi Evo IX FQ-340	088 F	'05-'08	4/1997	345/6800	321/4600	1400kg	250	4.2	4.3	10.9	157	+ Gives Porsche drivers nightmares - Points. Lots of	★★★★★
Mitsubishi Evo IX MR FQ-360	181 F	'05-'08	4/1997	366/6887	363/3200	1400kg	266	4.0	-	-	157	+ Well-executed engine upgrades - Prison food	★★★★★
Mitsubishi Evo VIII	055 F	'03-'05	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 F	'03-'05	4/1997	305/6800	289/3500	1400kg	221	4.9	-	-	157	+ Extra pace, extra attitude - Extra money	★★★★★
Mitsubishi Evo VII	031 F	'02-'03	4/1997	276/6500	282/3500	1360kg	206	5.1	5.0	13.0	140	+ Terrific all-rounder - You tell us	★★★★★
Mitsubishi Evo VI Tommi Mäkinen Edition	231 F	'00-'01	4/1997	276/6500	275/2750	1365kg	205	4.6	-	-	150	+ Our favourite Evo - Subtle it is not	★★★★★
Porsche Panamera 4S Diesel	232 D	£91,788	8/3956	416/3500	627/1000	2050kg	206	4.3	-	-	177	+ Sharp chassis, impressive tech - Performance doesn't meet expectations	★★★★★
Porsche Panamera Turbo	237 F	£115,100	8/3996	542/5750	568/1960	1995kg	276	3.6	3.4	8.3	190	+ Searing pace with body control that's a real step up; superb rear wing, too - Still very heavy	★★★★★
Porsche Panamera Turbo Sport Turismo	239 D	£118,828	8/3996	542/5750	568/1960	2035kg	271	3.8	-	-	188	+ Looks great; drives better than its weight would suggest - Not exactly a load-lugger	★★★★★
Porsche Panamera GTS	208 F	'11-'16	8/4806	434/6700	383/3500	1925kg	229	4.4	-	-	178	+ Vivacious V8, entertaining balance - Can feel light on performance next to turbocharged rivals	★★★★★
Porsche Panamera Turbo	137 F	'10-'16	8/4806	493/6000	516/2250	1970kg	254	4.2	3.6	8.9	188	+ Fast, refined and dynamically sound - It still leaves us cold	★★★★★
Porsche Panamera Turbo S	159 D	'11-'13	8/4806	542/6000	590/2250	1995kg	276	3.8	-	-	190	+ Pace, excellent ergonomics - Steering feel, ride	★★★★★
Porsche Macan S	205 F	£48,287	6/2997	335/5500	339/1450	1865kg	183	5.4	-	-	157	+ No less compelling than the Macan Turbo - Although lacks its ultimate speed and agility	★★★★★
Porsche Macan GTS	217 D	£55,158	6/2997	355/6000	369/1650	1895kg	190	5.2	-	-	159	+ Handles like an SUV shouldn't - Still looks like an SUV	★★★★★
Porsche Macan Turbo	207 D	£63,981	6/3604	394/6000	406/1350	1925kg	208	4.8	4.5	11.1	165	+ Doesn't feel like an SUV - Not a match for a proper sports saloon	★★★★★
Porsche Macan Turbo Performance Package	236 D	£69,505	6/3604	434/6000	442/1500	1925kg	229	4.4	-	-	-	+ Staggeringly quick and hugely capable - Do you really need this much power?	★★★★★
Porsche Cayenne GTS (Mk2, V6)	211 D	£76,430	6/3604	434/6000	442/1600	2100kg	209	5.2	-	-	163	+ The driver's Cayenne... - ...but why would a driver want an SUV?	★★★★★
Porsche Cayenne GTS (Mk2, V8)	173 D	'12-'15	8/4806	414/6500	380/3500	2085kg	202	5.7	-	-	162	+ Dynamically the best SUV of its era - At two tons, it's still no sports car	★★★★★
Porsche Cayenne Turbo (Mk2)	212 D	£96,193	8/4806	513/6000	533/2250	2185kg	239	4.5	-	-	173	+ Remarkable performance, handling, completeness - Vague steering, dated engine	★★★★★
Porsche Cayenne Turbo S (Mk2)	184 D	£121,550	8/4806	562/6000	590/2500	2235kg	255	4.1	-	-	176	+ More power and torque than a Zonda S7.3 - In an SUV	★★★★★
Range Rover Evoque Coupe Si4	160 D	£44,545	4/1999	237/6000	251/1900	1670kg	144	7.0	-	-	135	+ Striking looks, sporting dynamics - Hefty price, and petrol version is auto-only	★★★★★
Range Rover Velar P380	239 D	£70,210	6/2995	375/6500	332/3500	1884kg	202	5.7	-	-	155	+ A more advanced, opulent alternative to an F-Pace - Its weight ultimately limits its agility	★★★★★
Range Rover Sport V8 Supercharged	186 D	£87,680	8/5000	503/6000	460/2500	2335kg	219	5.0	-	-	155	+ Deceptively quick and capable sports SUV - It's still got a weight problem	★★★★★
Range Rover Sport SVR	212 D	£97,780	8/5000	542/6000	501/3500	2335kg	236	4.5	-	-	162	+ Characterful drivetrain; genuine off-road ability - Not a match for its rivals on the road	★★★★★
Range Rover SDV8	180 D	£83,900	8/4367	334/3500	516/1750	2360kg	144	6.5	-	-	140	+ Lighter and more capable than before, even more luxurious - Diesel V6 model feels more alert	★★★★★
Rolls-Royce Ghost	186 D	£223,368	12/6592	563/5250	575/1500	2360kg	242	4.7	-	-	155	+ It's quicker than you think - It's more enjoyable driven slowly	★★★★★
Rolls-Royce Phantom	054 F	£318,120	12/6749	453/5350	531/3500	2560kg	180	5.7	-	-	149	+ Rolls reinvented for the 21st century - The roads are barely big enough	★★★★★
Subaru WRX STI	201 F	£31,995	4/2457	296/6000	300/4000	1534kg	196	5.2	-	-	158	+ Fast Subaru saloon soldiers on - Without a power increase	★★★★★
Subaru WRX STI	151 D	'10-'13	4/2457	296/6000	300/4000	1505kg	200	5.2	-	-	158	+ Fast Subaru back as a saloon - Without the blue paint and gold wheels	★★★★★
Subaru Impreza STI ('Hawkeye')	090 F	'05-'07	4/2457	276/6000	289/4000	1495kg	188	5.3	-	-	158	+ Stunning to drive - Not so stunning to look at	★★★★★
Subaru Impreza WRX GB270	109 D	'07	4/2457	266/5700	310/3000	1410kg	192	5.2	-	-	143	+ Fitting final fling for the Impreza badge on a fast Subaru - End of an era	★★★★★
Subaru Impreza RB320	105 F	'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 PPPP ('Biboye')	073 F	'03-'05	4/1994	300/6000	299/4000	1470kg	207	5.4	5.2	12.9	148	+ A Subaru with real edge - Bit too edgy in the wet	★★★★★
Subaru Impreza Turbo ('Classic')	011 F	'98-'00	4/1994	215/5600	214/4000	1235kg	177	5.8	5.4	14.6	144	+ Destined for classic status - Thirsty	★★★★★
Subaru Impreza RB5	187 F	'99	4/1994	237/6000	258/3500	1235kg	195	6.1	5.0	14.1	144	+ Perfect blend of poise and power - Limited numbers	★★★★★
Subaru Impreza P1	200 F	'00-'01	4/1994	276/6500	260/4000	1283kg	219	4.7	4.9	13.3	150	+ One of our favourite Imprezas - Doesn't come cheap	★★★★★
Subaru Impreza 22B	188 F	'98-'99	4/2212	276/6000	265/3200	1270kg	220	5.3	5.0	13.1	150	+ The ultimate Impreza - Prices reflect this	★★★★★
Tesla Model S P100D	235 F	£129,400	-	595	713	2108kg	287	2.4	2.9	7.7	155	+ Killer RWYB performance - Can take 30 minutes to warm up for a Ludicrous+ launch	★★★★★
Tesla Model S P85D	208 D	'15-'16	-	457	687	2239kg	314	3.2	-	-	155	+ Dual motors and 4WD equals extraordinary acceleration - Lack of charging points	★★★★★
Vauxhall Insignia Grand Sport 2.0T 4x4	237 D	£27,710	4/1998	257/5300	295/2500	1649kg	158	6.9	-	-	155	+ A more spacious and stylish Insignia - Still lacking the performance gene	★★★★★
Vauxhall Insignia VXR SuperSport	189 D	'13-'17	6/2792	321/5250	321/5250	1825kg	179	5.6	-	-	170	+ A 170mph Vauxhall - Should be a more engaging steer	★★★★★
Vauxhall Vectra VXR	102 D	'06-'09	6/2792	276/5500	262/1800	1580kg	177	6.1	-	-	161	+ Great engine, effortless pace, good value - Numb steering, lumpy ride	★★★★★
Vauxhall VXR8 GTS	215 D	£56,380	8/6162	576/6150	545/3850	1834kg	319	4.2	-	-	155	+ Monster engine; engaging driving experience - Woeful interior	★★★★★
Volvo V60 Polestar	222 D	£49,665	4/1969	362/6000	347/3100	1721kg	214	4.8	-	-	155	+ Subtle, well-executed performance car - Plays a little too safe	★★★★★

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!

Elite Registrations

OPEN: MON-FRI 9AM-7PM, SAT 9AM-5PM, SUN 10AM-5PM

Tel: 01380 818181

elitereg.co.uk

These personalised registrations (our stock & client held) are offered on a first come, first served basis, subject to availability and our acceptance of your agreement to purchase from us. Thousands more available. Prices fluctuate. Most are subject to VAT and all are subject to the £80 Dept. for Transport fee. See our website for more registrations plus terms of business and FAQ. Trading for over 40 years. Write: P.O. Box 100, Devizes, Wiltshire, SN10 4TE

S600 AAA	£390	BF 5870	£1200	V5 DAB	£1500
J1 AAB	£1800	BF 141	£890	U704 DAD	£190
Y80 AAJ	£290	A14 BFH	£490	X10 DAD	£895
H9 AAT	£290	H4 BFR	£290	K33 DAJ	£190
R2 ABE	£995	K1 BHS	£1040	ST14 DAN	£590
S3 ABE	£995	A8 BHX	£290	N26 DAN	£1700
40 ABE	£4800	BIL 394	£1500	DR54 DAN	£1000
HU66 AB1	£490	BIL 6322	£895	P123 DAN	£1200
T9 ABP	£490	V6 BJJ	£290	BL14 DAV	£580
B19 ACA	£490	BIZ 1500	£290	G15 DAV	£990
IG ACC	£495	28 BL	£4600	D50 DAV	£995
RS66 ACE	£490	BL 632	£3600	J862 DAV	£390
X200 ACE	£890	V4 BLG	£390	AW03 DAY	£290
ACH I51	£1200	K5 BLG	£590	S21 DCD	£290
JG51 ACK	£590	B3 BMP	£490	98 DCD	£1300
7 ACN	£4410	NG03 BMW£390		4155 DD	£1200
M8 ADH	£895	W26 BMW	£895	D14 DDH	£290
J1 ADJ	£590	MG51 BMW£590		DOZ 885	£590
J30 ADW	£190	B1 BNF	£890	BM04 DEB	£590
E11 AEE	£490	C4 BNH	£390	P26 DEB	£1200
S6 AEL	£590	750 BNP	£1600	P23 DEE	£995
AEO I97	£590	P24 BOB	£1100	N26 DEE	£895
AF 8909	£3530	N50 BOB	£1100	W88 DEE	£995
W111 AGM	£690	H558 BOB	£790	X23 DEN	£995
P99 AGP	£390	B08 902B	£1800	P24 DEN	£1300
S555 AHP	£190	I686 BP	£1400	V25 DEN	£895
W222 AJC	£795	A1 BPH	£1100	R130 DEN	£990
P29 AJH	£795	S111 BRC	£290	V444 DEN	£990
46 AJN	£2600	D222 BRC	£190	DER 81V	£995
ET AJT	£1100	S333 BRC	£190	DES 2N	£2500
T22 AJW	£895	J66 BRH	£190	X9 DES	£1700
K5 AKT	£390	W7 BRY	£1300	S16 DES	£2500
912 AL	£3900	L10 BRY	£995	D10 DEV	£895
Y008 ALD	£190	G73 BRY	£1600	7265 DF	£1400
LE08 ALF	£390	K1 BSB	£1400	DFP IT	£990
P9 ALF	£1300	S2 BSL	£490	244 DFR	£895
P24 ALF	£895	I7 BU	£3800	DFV IY	£390
K70 ALH	£820	S600 BUC	£390	2573 DG	£1100
J11 ALN	£995	D6 BUG	£1100	P33 DGC	£290
ALY 54	£5300	S8 BUG	£1200	M111 DGS	£220
P24 ALY	£895	350 BUT	£990	C10 DHA	£1400
F15 AMS	£1100	G5 BV	£3900	W71 DHT	£190
N27 AMY	£1300	T6 BWB	£290	DHZ 9749	£190
S26 AND	£790	A21 BWE	£995	DIG 2918	£490
N23 ANG	£895	2192 BY	£895	E20 DIB	£1200
R25 ANN	£1300	I984 CA	£2600	X100 DJC	£690
KB56 ANN	£490	I985 CA	£3300	I65 DIX	£1400
774 ANN	£4400	CAB 755W	£690	S2 DLA	£490
N5 ANP	£390	P27 CAF	£290	X61 DLE	£340
ANZ 3845	£290	T007 CAL	£550	FI DLF	£1100
5791 AP	£2420	N24 CAL	£895	DLK IY	£1100
CA55 APC	£590	JG64 CAR	£390	RT DLY	£190
M6 APM	£990	R566 CAR	£790	S12 DMA	£290
LI APW	£1400	N31 CAS	£895	JI DMC	£1400
N88 ARA	£490	F801 CAT	£490	P26 DMC	£895
ARR 6145	£400	D1 CAI	£1200	LI DME	£990
LI ARO	£1100	500 CBM	£1800	K44 DMT	£420
ARR 534	£1100	N31 CCO	£1800	R6 DMW	£1200
H12 ARY	£2700	P7 CCW	£710	4848 DN	£1300
P31 ASH	£1100	C82 5248	£290	CI DNA	£1400
J505 ASH	£895	4774 CD	£1200	N4 DNO	£590
AT A7A	£590	C7 CDF	£890	B24 DDC	£895
M22 ATR	£590	X5 CDR	£1280	351 DDC	£1800
587 ATR	£1500	411 CE	£5900	B24 DOE	£190
SH08 AUG	£490	N21 CHO	£1300	89 DOG	£1400
9728 AW	£2200	S4 CHW	£390	DON IV	£2300
H10 AWD	£290	CL1 BIC34	£580	DON 23V	£1400
N12 AWS	£590	JC54 CJC	£190	V66 DON	£990
74 AY	£490	J80 CKA	£95	X100 DON	£895
422 AY4	£1230	CL 7	£36000	D60 DNO	£2900
MI AYE	£590	N21 CLE	£995	472 DNO	£2400
H3 AYE	£895	LE52 CLK	£890	MB DOT	£990
245 BAD	£1900	N31 CLO	£995	994 DOT	£1200
BAG 7725	£290	J60 CLR	£290	1366 DP	£2300
R100 BAH	£490	G15 CLS	£590	T123 DPH	£190
890 BAH	£1100	CL1 CLW	£290	K4 DPP	£590
P66 BAR	£690	G12 I79	£190	DRZ 7462	£290
284 BAR	£2400	M400 CME	£95	D5 7715	£1400
BAS 309	£1800	Y50 CMM	£895	D5 9076	£1880
F6 BAT	£995	R2 CNB	£290	V6 DSM	£895
B8M 838	£895	77 CNP	£1900	DSN I3	£1900
Y24 BBY	£490	CO 8503	£1500	H7 DTR	£490
I97 BCA	£1255	D6 COB	£1700	P2 DUB	£190
IG BCM	£390	S18 COE	£995	R88 DVB	£190
D9 BCM	£590	M50 COG	£490	3981 DW	£2200
BDM 81	£2200	V4 COL	£1800	DWC 653	£2200
C8 BDT	£390	N21 COL	£2500	S5 DWO	£190
587 BEA	£795	K010 CON	£190	92 DXA	£590
BEE 568W	£490	B703 COM	£710	52 EA	£3700
M4 BEK	£1200	C00 GAR	£990	AM07 EAM	£190
AL55 BEL	£390	N31 COS	£190	EB 712	£2700
P477 BEL	£490	T16 COX	£1200	EC 8261	£1800
H2 BELM	£490	D20 COX	£1200	T2 ECL	£190
K4 BEN	£2600	L30 COX	£1200	ECP I79	£795
P27 BEN	£1500	M400 CPJ	£190	X4 EDF	£995
T222 BEN	£1200	MB CPM	£895	LS EDF	£290
G32 BEN	£1300	K80 CRN	£290	E1 EDT	£990
K2 BET	£995	K888 CRN	£190	AB EEB	£490
I79 BET	£1500	CSK 752	£1380	GR51 EEK	£590
P3 BEV	£1600	S1 CSN	£1800	BT EG	£3800
R31 BEV	£995	35 CY	£3800	J7 EJA	£490
BEV 495	£1300	M40 CYA	£420	BT EJD	£1100
J88 BEV	£1100	PII CYD	£490	M300 EJS	£220
N11 BEV	£895	3460 D	£3530	H8 EKE	£200
W2 BEX	£290	299 DA	£2900	36 EL	£5900
39 BF	£4300	9718 DA	£1600	EL I22	£3800

1637 EL	£1100	GW58 GEE	£190	W900 JAG	£895	X30 JWK	£290	LEN 6X	£1900	HI MGY	£790	R3 OKO	£390
5108 EL	£995	M2 GEF	£1200	JAK IN	£5300	H17 JWL	£290	A9 LEN	£1800	23 MHO	£2300	AI OLC	£690
W3 ELB	£490	GEF 385	£2400	P27 JAK	£1400	PI JYC	£490	D9 LEN	£1300	XI MHR	£1300	OLY I47P	£390
N31 ELE	£1300	RO51 GEO	£400	R29 JAK	£1400	P23 KAT	£895	B20 LEN	£895	CI MHW	£990	R13 ONS	£390
ELI ITT	£790	GE03 GEP	£1500	SUSI JAK	£995	W10 KAW	£190	N24 LEN	£1300	MIG 745E	£290	A2 OOC	£490
N21 ELE	£1200	GE03 GET	£1500	SE09 JAL	£290	W15 KAW	£290	LEN 408	£1600	2533 MK	£2100	D7 OPR	£490
D5 ELP	£990	N9 GFS	£390	UF02 JAN	£780	W8 KAY	£1600	N8 LES	£1420	T16 MMR	£290	OR 4340	£1700
M103 ELY	£95	M8 GGS	£3900	R23 JAN	£1400	L14 KAY	£995	LES 1L	£3530	PI MMR	£590	FI ORE	£5900
P23 EMA	£1200	R7 GHC	£390	N27 JAN	£1100	R21 KAY	£1300	C4 LES	£3235	L8 MMS	£1100	MI ORE	£2420
S3 EMR	£390	GHP IN	£1300	JAN 51W	£2200	N31 KAY	£1300	P5 LES	£1500	J51 MMS	£895	OSU 487	£795
N21 ENA	£1100	68 GK	£7300	E72 JAN	£1200	AB56 KAY	£390	T10 LES	£995	T74 MMY	£3900	RI OTB	£690
D9 ENB	£390	J88 GLA	£720	J9 JAN	£895	KAZ 848	£895	LES 13E	£2700	GG09 MOR	£190	J16 OYD	£340
S1 ENN	£1300	A9 GME	£290	SUII JAR	£590	KC 6804	£2100	300 LEX	£2400	7693 MP	£1900	K3 PAH	£790
SI ENO	£890	S200 GMS	£290	A16 JAR	£890	9525 KD	£2420	LEZ 494	£795	K4 MPU	£490	XX02 PAM	£890
T5 ENS	£490	AI GMY	£890	JA02 JAS	£890	N31 KEL	£995	UC55 LFC	£290	MR 6646	£2500	J12 PAM	£1400
EO 6780	£795	H7 GNL	£390	Y2 JAS	£1800	K2 KEM	£1900	N845 LFC	£290	H2 MRG	£790	92 PAM	£3700
86 EP	£390	GNP 3N	£290	A4 JAS	£2200	C2 KEN	£1900	LGF 797	£790	MSB 691	£2100	PAM 200R	£890
D5 EPB	£490	GNZ 3001	£290	N28 JAS	£995	KR02 KEN	£590	A10 LGO	£95	MSB 691	£2100	PAM 495	£2700
49 EPB	£895	B6 G08	£290	CO02 JAT	£190	W4 KEN	£1900	T1 LGS	£1900	MSF 542	£1300	PAM 629Y	£1100
92 ER	£4200	H6 GPS	£790	W5 JAW	£895	KEN 22P	£1500	LIW 666	£1040	C2 MSN	£490	PAM 851M	£895
ER 342	£3600	GR 9992	£2300	P23 JAY	£1300	X33 KEN	£1400	5005 LJ	£1500	7 MTJ	£3900	PAM 933	£1200
AS ERJ	£290	W7 GRH	£390	N24 JAY	£1100	N37 KEN	£890	A9 LJA	£1500	H4 MTS	£590	S5 PAR	£2900
AS ESF	£290	P60 GRN	£190	JR 3969	£4400	M44 KEN	£1500	S6 LIF	£790	36 MU	£3800	J004 PAT	£590
GRN 531	£995	V5 JBH	£890	J155 KEN	£590	P70 LJ	£490	7426 MU	£1100	P5 PAT	£2300	919 RMG	£190
JG 61	£590	JG 61	£590	JG 61	£590	JG 61	£590	LIK 8	£4600	MU1 6162	£340	C18 PAT	£595
G7 5963	£2500	M4 JBH	£490	T321 KEN	£190	K999 LJW	£290	TS02 MU2	£290	L19 PAT	£595	LE08 ROB	£590
K80 JDG	£290	J666 KEN	£1300	S6 LKP	£390	0052 MU2	£290	W70 PAT	£595	N26 ROB	£1200	STU 801V	£1100
MI GTL	£790	M102 JDH	£315	DJ05 KEV	£590	AS LLA	£990	T21 MV	£2800	A98 PAT	£995	ROB 475ME	£1300
W21 KEV	£995	DS10 LLE	£390	54 LN	£3700	7002 MY	£795	PAT 891R	£595	ROB 600T	£1100	A004 SUE	£190
DI KEY	£2500	N81 LOH	£190	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£1200	AT Y SUE	£3500	90 VE	£1500		
DI KEY	£2500	MI YMG	£790	S18 PAV	£290	J3 ROD	£						

SPORTS CARS / CONVERTIBLES



OUR CHOICE

Lotus 3-Eleven. It may not be groundbreaking but it is hugely exciting. The 410bhp supercharged V6 sounds fabulous and the open linkage on the manual gearbox looks fantastic. A circuit is its natural habitat but it has surprisingly civilised road manners, so you could happily drive it to and from a trackday.



BEST OF THE REST

The **Abarth 124 Spider** (left) is capable of putting a big smile on your face at sane speeds, and we'd defy anyone not to be charmed by an **Aston Martin Vantage S Roadster**, in V8 or V12 form. Unsurprisingly, you won't find a duffer in the **Lotus Elise** and **Exige Roadster** ranges, and the same goes for the **Caterham Seven**.

MAKE & MODEL	ISSUE NO.	PRICE	ENGINE CYL/CC	BHP/RPM	LB FT/RPM	WEIGHT	BHP/TON	0-62MPH (CLAM)	0-60MPH (REAR)	0-100MPH (CLAM)	MAX MPH	EVO RATING	
Abarth 124 Spider	238 F	\$26,920	4/1368	168/5500	184/2500	1060kg	161	6.8	-	-	143	+ A little car with a big soul - Vague and lifeless front end	★★★★☆
Alfa Romeo 4C Spider	223 F	\$59,505	4/1742	237/6000	258/2200	940kg*	256	4.5	-	-	160	+ Stunningly beautiful; better steering than coupe version - Still has the coupe's other foibles	★★★★☆
Alfa Romeo 8C Spider	161 F	'09-'11	8/4691	450/7000	354/4750	1675kg	273	4.4	-	-	181	+ Beauty meets beast. They hit it off - Boot is useless for touring	★★★★★
Ariel Atom 3.245	113 D	\$30,573	4/1998	245/8600	177/2200	520kg*	479	3.1	-	-	145	+ Even better than its predecessors - Can still be a bit draughty	★★★★★
Ariel Atom 3.5 Supercharged	180 D	\$38,000	4/1998	310/8400	169/2200	550kg*	573	2.7	-	-	155	+ As mad as ever - Rain	★★★★★
Ariel Atom 3.5R	205 F	\$64,800	4/1998	350/8400	243/6100	550kg*	647	2.6	-	-	155	+ Remarkable balance, poise and pace - Pricey	★★★★★
Ariel Atom 3 Supercharged	138 F	'09-'12	4/1998	300/8200	162/2200	550kg*	554	3.3	-	-	155	+ It's brilliant - It's mental	★★★★★
Ariel Atom Mugen	165 F	'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 Nomad	220 F	\$33,000	4/2354	235/7200	221/4300	670kg*	365	3.4	-	-	134	+ Off-road capabilities make for a super plaything - No Bluetooth	★★★★★
Aston Martin V8 Vantage S Roadster	161 F	\$103,995	8/4735	430/7300	361/5000	1690kg	258	4.8	-	-	189	+ Sounds amazing, looks even better - Still not the best drop-top in its class	★★★★★
Aston Martin V12 Vantage S Roadster	212 F	\$147,000	12/5935	565/6750	457/5750	1745kg	329	4.1	-	-	201	+ A brilliant two-seat roadster... - ...let down by a frustrating automated manual gearbox	★★★★★
Aston Martin V8 Vantage Roadster	130 F	'09-'16	8/4735	420/7000	346/5750	1710kg	250	4.8	-	-	180	+ Sportiest, coolest drop-top Aston in years - Feels dated compared to contemporaries	★★★★★
Aston Martin V12 Vantage Roadster	175 F	'12-'14	12/5935	510/6500	420/5750	1760kg	294	4.5	-	-	190	+ As good as the coupe, with amplified V12 rumble - Just a smidgen shakier	★★★★★
Aston Martin V8 Vantage Roadster	105 F	'07-'09	8/4280	380/7000	302/5000	1710kg	226	5.0	-	-	174	+ Still looks and sounds fabulous; drives great too - You'll want the later 4.7-litre engine	★★★★★
Aston Martin DB9 Volante	150 D	'04-'15	12/5935	510/6500	457/5500	1890kg	274	4.5	-	-	183	+ Consummate cruiser and capable when pushed - Roof-up wind noise	★★★★★
Audi TT S Roadster	207 D	\$42,565	4/1984	306/5800	280/1800	1450kg	214	5.2	-	-	155	+ A serious proposition, ranking close behind a Boxster S - Coupe still looks better	★★★★★
Audi TT S Roadster	122 D	'08-'14	4/1984	268/6000	258/2500	1455kg	187	5.6	-	-	155	+ Effortlessly quick - Long-term appeal open to question	★★★★★
Audi TT RS Roadster	133 D	'09-'14	5/2480	335/5400	332/1600	1510kg	225	4.7	-	-	155	+ Terrific engine... - ...is the best thing about it	★★★★★
Audi R8 V8 Spyder	186 D	'11-'15	8/4163	424/7900	317/6000	1660kg	259	4.8	-	-	187	+ More delicate and subtle than the V10 - The V10 sounds even better	★★★★★
BAC Mono	189 F	\$165,125	4/2261	305/7700	206/6000	580kg*	534	2.8	-	-	170	+ The most single-minded track car available - That means no passengers...	★★★★★
BMW Z4 sDrive 35i M Sport (Mk2)	186 D	'13-'17	6/2979	302/5800	295/1300	1505kg	204	5.2	-	-	155	+ 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	+ Terrific straight-six - Handling not as playful as we'd like	★★★★★
BMW Z4 M Roadster	091 F	'06-'09	6/3246	338/7900	269/4900	1410kg	244	5.0	-	-	155	+ Exhilarating and characterful; that engine - Stiff suspension	★★★★★
BMW M Roadster	002 F	'98-'02	6/3246	325/7400	258/4900	1375kg	240	5.1	-	-	155	+ M3 motor; hunky looks - M Coupe drives better	★★★★★
BMW Z8	026 F	'00-'03	8/4941	400/6600	369/3800	1585kg	256	4.7	4.8	11.1	155	+ M5-powered super-sportster - M5's more fun to drive	★★★★★
Caterham Seven 160	239 F	\$19,495	4/660	80/7000	79/3400	490kg*	166	6.9	-	-	100	+ The fabulous Seven formula at its most basic - Gets pricey with options	★★★★★
Caterham Seven 270	219 F	\$23,995	4/1596	135/6800	122/4100	540kg*	254	5.0	-	-	122	+ Feisty engine, sweetly balanced, manic and exciting - The temptation of more power	★★★★★
Caterham Seven 310	227 D	\$25,495	4/1596	152/7000	124/5600	540kg*	286	4.8	-	-	126	+ Intense and exciting - Sticky tyres limit the amount of throttle adjustability	★★★★★
Caterham Seven 360	209 F	\$27,495	4/1999	180/7300	143/6100	560kg*	327	4.8	-	-	130	+ Extra power is welcome - You'll need the six-speed gearbox to make the most of it	★★★★★
Caterham Seven 420	223 F	\$30,495	4/1999	210/7600	150/6300	560kg*	381	3.8	4.0	10.3	136	+ It's the one we built for ourselves - Trickier on the limit than lesser-powered Sevens	★★★★★
Caterham Seven 420R Donington Edition	240 D	\$47,500	4/1999	210/7600	150/6300	560kg*	381	3.8	-	-	136	+ One of the best Sevens we've driven - Only ten are being made	★★★★★
Caterham Seven CSR	094 F	\$46,495	4/2261	256/7500	200/6200	565kg*	460	3.1	3.8	-	155	+ Brilliant for high days, holidays and trackdays - Wet Wednesdays	★★★★★
Caterham Seven 620S	220 D	\$45,495	4/1999	310/7700	219/7350	610kg*	516	3.4	-	-	155	+ Lucidrous, near-620R pace, with added habitability - Well, 'habitable' for a Seven...	★★★★★
Caterham Seven 620R	239 F	\$50,490	4/1999	310/7700	219/7350	572kg*	551	2.8	-	-	155	+ Banzai on track, yet still relevant on the road - £50k for a Seven?	★★★★★
Caterham Seven Roadsport 125	105 F	'07-'14	4/1596	125/6100	120/5350	539kg*	235	5.9	-	-	112	+ Great debut for Ford-engined model - Bigger drivers need SV model	★★★★★
Caterham Seven Supersport	165 F	'11-'14	4/1596	140/6900	120/5790	520kg*	273	4.9	-	-	120	+ One of the best Caterhams is also one of the cheapest of its era - It's quite minimalist	★★★★★
Caterham Seven Supersport R	180 D	'13-'14	4/1999	180/7300	143/6100	535kg*	342	4.8	-	-	130	+ One of the best road-and-track Sevens - Impractical, noisy, uncomfortable	★★★★★
Caterham Seven Superlight R300	150 F	'09-'12	4/1999	175/7000	139/6000	515kg*	345	4.5	-	-	140	+ Possibly all the Caterham you need - They're not cheap	★★★★★
Caterham Seven Superlight R500	123 F	'08-'14	4/1999	263/8500	177/2200	506kg*	528	2.9	-	-	150	+ Better power-to-weight ratio than a Veyron - Until you add the driver	★★★★★
Caterham Seven R300	068 F	'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 R500	200 F	'99-'06	4/1796	230/8600	155/2200	460kg*	510	3.4	3.6	8.8	146	+ The K-series Seven at its very best - No cup holders	★★★★★
Elemental Rpl	238 D	\$98,700	4/1999	320/ n/a	332/2000	630kg	516	2.7	-	-	165	+ Sensational, explosive, captivating, exploitable - Price will test your level of commitment	★★★★★
Ferrari California T	229 D	\$155,254	8/3855	553/7500	551/4750	1729kg	324	3.6	-	-	196	+ Turbocharged engine is a triumph - Still places daily useability above outright thrills	★★★★☆
Fiat 124 Spider	228 F	\$21,050	4/1368	138/5000	171/2250	1050kg	134	7.5	-	-	134	+ It's an affordable Italian(ish) sports car - Lacks Italian brio	★★★★★
Honda S2000	118 D	'99-'09	4/1997	237/8300	153/7500	1260kg	191	6.2	-	-	150	+ An alternative and rev-happy roadster - The Boxster's better	★★★★★
Jaguar F-type Convertible 3.0 V6 340PS	186 F	\$57,750	6/2995	335/6500	332/3500	1587kg	214	5.7	-	-	161	+ Beautiful, enjoyable, responsive - Noticeably the junior F-type	★★★★★
Jaguar F-type Convertible 3.0 V6 380PS	183 F	\$68,500	6/2995	375/6500	339/3500	1604kg	238	5.5	-	-	171	+ A more rounded F-type than the V8s - We like V8s	★★★★★
Jaguar F-type R Convertible	-	\$92,345	8/5000	542/6500	501/3500	1665kg	331	4.1	-	-	186	+ Pace, characterful engine - Costs nearly £25k more than the hot V6	★★★★★
Jaguar F-type SVR Convertible	230 D	\$115,485	8/5000	567/6500	516/3500	1720kg	335	3.7	-	-	195	+ Huge performance - Unpleasant soundtrack; unsettled on bumpy roads	★★★★★
Jaguar F-type S Convertible	183 F	'13-'17	6/2995	375/6500	339/3500	1604kg	238	5.5	-	-	171	+ Better-damped and more rounded than the V8 S - A Boxster S is cheaper	★★★★★
Jaguar F-type Project 7	212 F	'15	8/5000	567/6500	501/2500	1585kg	363	3.9	-	-	186	+ Noise, performance, adjustability - Expensive, and not the GT3 rival we would have liked	★★★★★
Jaguar XKR Convertible	130 F	'09-'14	8/5000	503/6000	461/2500	1725kg	296	4.8	-	-	155	+ Fantastic 5-litre V8 - Loses sporting ground to its main foes	★★★★★
Jaguar XKR-S Convertible	167 F	'11-'14	8/5000	542/6500	502/2500	1725kg	319	4.4	-	-	186	+ Loud and mad; most exciting Jag in years - It was also the most expensive in years	★★★★★
KTM X-Bow GT	183 D	\$95,880	4/1984	281/6400	310/3200	875kg	326	4.1	-	-	144	+ Extraordinary ability, now in a more road-friendly package - Price	★★★★★
KTM X-Bow R	165 F	\$87,480	4/1984	296/6300	295/3300	816kg	369	3.9	-	-	144	+ Sharper handling, more power - Pity it's not even lighter, and cheaper	★★★★★
KTM X-Bow	138 F	'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 Sport	-	\$32,300	4/1598	134/6800	118/4400	856kg	159	6.5	-	-	127	+ 1.6-litre Elise is light and fantastic - Smaller engine could put some off	★★★★★
Lotus Elise Sprint	-	\$37,300	4/1598	134/6800	118/4400	830kg	164	6.2	-	-	127	+ Even lighter version of the 1.6 Elise - It'll cost you nearly £200 per kilo saved	★★★★★
Lotus Elise Sport 220	-	\$39,300	4/1798	217/6800	184/4600	904kg	244	4.6	-	-	145	+ Epic grip and pace - A bit short on creature comforts	★★★★★
Lotus Elise Sprint 220	236 D	\$44,300	4/1798	217/6800	184/4600	878kg	251	4.5	-	-	145	+ Makes the most of its lightness - Heavyweight price	★★★★★
Lotus Elise Cup 250	238 D	\$47,400	4/1798	243/7200	184/3500	917kg	269	4.3	-	-	154	+ Quickest Elise yet - Prioritises grip over adjustability	★★★★★
Lotus Elise Club Racer	183 F	'11-'15	4/1598	134/6800	118/4400	852kg	160	6.5	-	-	127	+ Even lighter, even more focused than a standard 1.6 Elise - Are you prepared to go this basic?	★★★★★
Lotus Elise S Club Racer	189 D	'13-'15	4/1798	217/6800	184/4600	905kg	244	4.6	-	-	145	+ Purist approach intensifies ability - Lightweight, option-free spec requires commitment	★★★★★
Lotus Elise R	068 F	'04-'11	4/1796	189/7800	133/6800	860kg	223	5.4	5.6	13.9	138	+ A most thrillsome Elise - Blaring engine note	★★★★★
Lotus Elise SC	131 F	'08-'11	4/1794	218/8000	156/5000	870kg	254	4.6	4.5	11.4	145	+ All the usual Elise magic - Supercharged engine lacks sparkle	★★★★★
Lotus Elise S	104 F	'06-'10	4/1794	134/6200	127/4200	860kg	158	6.1	6.3	18.7	127	+ Brilliant entry-level Elise - Precious little	★★★★★
Lotus Elise 111S	049 F	'02-'04	4/1796	156/7000	129/4650	860kg	197	5.1	-	-	131	+ 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 F	'03	4/1796	190/7800	128/5000	710kg	272	4.5	4.7	12.1	135	+ Fabulous trackday tool - Pricey	★★★★★
Lotus Elise (S1)	235 F	'96-'01	4/1796	116/5500	122/3000	731kg	164	5.9	6.1	18.5	126	+ A modern classic - A tad impractical?	★★★★★
Lotus Exige Sport 350 Roadster	221 F	\$55,900	6/3456	345/7000	295/4500	1125kg	312	3.9	-	-	145	+ An Exige with added sunny-day appeal - A Boxster would be more practical	★★★★★
Lotus Exige Sport 380 Roadster	231 F	\$67,900	6/3456	375/6700	302/5000	1110kg	343	3.7	-	-	178	+ Like the 350 Roadster, but faster and even purer - A Boxster would still be more practical	★★★★★
Lotus Exige S Roadster	186 F	'13-'15	6/3456	345/7000	295/4500	1166kg	301	4.0	-	-	145	+ Like the hard-top Exige S, but more road-friendly - 981 Boxster S is a better all-rounder	★★★★★
Lotus 3-Eleven	220 F	\$82,500	6/3456	410/7000	302/3000	925kg	450	3.4	-	-	174	+ A fantastically exciting Lotus - If not exactly a groundbreaking one	★★★★★
Lotus													



400 DREAM CAR WINNERS & COUNTING...

WHO'S NEXT? FREE £5 ON SIGN-UP AT

BOTB.COM

MAKE & MODEL	ISSUE NO.	PRICE	ENGINE Cyl/CC	BHP/RPM	LB FT/RPM	WEIGHT	BHP/TON	0-62MPH (s, AMED)	0-60MPH (s, TEST)	0-100MPH (s, TEST)	MAX MPH	EVO RATING	
Lotus 340R	126 F	'00	4/1796	190/7800	146/5000	701kg	275	4.5	4.5	12.5	126	+ Hardcore road-racer... - ...that looks like a dune buggy from Mars	★★★★★
Maserati GranCabrio Sport	161 D	£104,565	8/4691	444/7000	376/4750	1980kg	228	5.0	-	-	177	+ Looks, performance, cruising ability - Brakes could be sharper	★★★★★
Maserati GranCabrio MC	185 D	£112,400	8/4691	454/7000	383/4750	1973kg	234	4.9	-	-	179	+ Most powerful GranCabrio yet - The GranCabrio is starting to show its age	★★★★★
Mazda MX-5 1.5 (Mk4)	230 F	£18,795	4/1496	129/7000	111/4800	975kg	134	8.3	-	-	127	+ Lightest MX-5 since the Mk1 - Lacks intensity	★★★★★
Mazda MX-5 2.0 Sport Nav (Mk4)	228 F	£24,195	4/1998	158/6000	147/4600	1000kg	161	7.3	-	-	133	+ Brilliant basic recipe - The desire for stiffer suspension and more power	★★★★★
Mazda MX-5 RF 2.0 (Mk4)	234 F	£23,395	4/1998	158/6000	147/4600	1045kg	154	7.4	-	-	134	+ Drives just like its soft-top brother - Significant wind noise with the roof down	★★★★★
Mazda MX-5 2.0i Sport Tech (Mk3.5)	212 F	'09-15	4/1999	158/7000	139/5000	1098kg	146	7.6	-	-	138	+ Handles brilliantly again; folding hard-top also available - Less-than-macho image	★★★★★
Mazda MX-5 1.8i (Mk3)	091 F	'05-09	4/1798	124/6500	123/4500	1080kg	108	9.3	-	-	122	+ Gearchange, interior - Lost some of the charm of old MX-5s; dubious handling	★★★★★
Mazda MX-5 1.8i (Mk2)	017 F	'98-05	4/1839	146/7000	124/5000	1065kg	140	8.5	-	-	123	+ Affordable ragtops don't get much better - Cheap cabin	★★★★★
Mazda MX-5 1.6 (Mk1)	131 F	'89-97	4/1597	115/6500	100/5500	971kg	120	8.8	-	-	114	+ The original and still (pretty much) the best - Less than rigid	★★★★★
Mercedes-AMG SL C43	222 D	£47,600	6/2996	362/5500	383/2000	1520kg	242	4.7	-	-	155	+ Twin-turbo V6 well-suited to baby roadster - But also highlights the chassis' age	★★★★★
Mercedes-Benz SLK55 AMG	186 F	'12-15	8/5461	416/6800	398/4500	1615kg	262	4.6	-	-	155	+ Quicker and more economical than ever - Needs to be sharper, too	★★★★★
Mercedes-Benz SLK55 AMG	087 F	'05-10	8/5439	355/5750	376/4000	1575kg	229	4.9	-	-	155	+ Superb engine, responsive chassis - No manual option, ESP spoils fun	★★★★★
Mercedes-Benz SLK55 AMG Black Series	110 F	'07-08	8/5439	394/5750	383/3750	1495kg	268	4.5	4.9	11.2	174	+ AMG gets serious - Dull-witted auto 'box, uneven dynamics	★★★★★
Mercedes-AMG SL63	228 D	£116,430	8/5461	577/5500	664/2250	1770kg	331	4.1	-	-	155	+ Effortless performance - Needs more involvement to go with the pace	★★★★★
Mercedes-AMG GT Roadster	239 F	£111,360	8/3982	469/6000	465/1700	1595kg	299	4.0	-	-	188	+ An AMG GT with added fresh air - Ride and handling go slightly to pieces on UK roads	★★★★★
Mercedes-AMG GT C Roadster	235 D	£140,660	8/3982	549/5750	501/1900	1660kg	336	3.7	-	-	196	+ As above but with more shove - Road noise can get wearing on long journeys	★★★★★
Mercedes-Benz SL500	169 D	'12-16	8/4663	429/5250	516/1800	1770kg	255	4.6	-	-	155	+ Waffy performance, beautifully engineered - Lacks ultimate sports car feel	★★★★★
Mercedes-Benz SL63 AMG	171 D	'12-16	8/5461	530/5500	590/2000	1770kg	304	4.3	-	-	155	+ Monster performance, lighter than before - Still heavy, steering lacks consistency	★★★★★
Mercedes-Benz SL65 AMG	183 D	'13-16	12/5980	621/4800	737/2300	1875kg	336	4.0	-	-	155	+ Chassis just about deals with the power - Speed limits	★★★★★
Mercedes-Benz SL63 AMG	117 D	'08-13	8/6208	518/6800	464/2500	1970kg	278	4.6	-	-	155	+ More focused than old SL55 AMG - Lost some of its all-round appeal	★★★★★
Mercedes-Benz SL65 AMG	071 D	'04-10	12/5980	604/4800	737/2000	2035kg	302	4.2	-	-	155	+ Gob-smacking performance - Costly to run	★★★★★
Mercedes-Benz SLS AMG Roadster	167 F	'12-14	8/6208	563/6800	479/4750	1660kg	345	3.7	-	-	197	+ Loses none of the coupe's talents - But (understandably) loses the gullwing doors	★★★★★
Morgan 3 Wheeler	198 F	£31,140	2/1976	82/5250	103/3250	525kg*	159	6.0	-	-	115	+ Quirky, characterful, brilliant - Can become a two-wheeler if you push too hard	★★★★★
Morgan Plus 8	171 F	£85,461	8/4799	362/6300	370/3600	1100kg*	334	4.5	-	-	155	+ Hilarious mix of old looks and new mechanicals - Refinement is definitely old-school	★★★★★
Morgan Plus 8 Speedster	202 F	'14	8/4799	362/6300	370/3600	1000kg*	368	4.2	-	-	148	+ Fantastic old-school roadster experience - Gets unsettled by big bumps; only 60 were made	★★★★★
Morgan Aero 8	105 F	£94,665	8/4799	362/6300	361/3400	1180kg*	312	4.5	-	-	170	+ Glorious sound, view over bonnet, dynamics - Awkward-looking rear	★★★★★
Morgan Aero SuperSports	145 F	'10-11	8/4799	362/6300	370/3600	1180kg*	312	4.2	-	-	170	+ It's an Aero 8 with a V8 and targa top - Limited edition, costing proper supercar money	★★★★★
Nissan 370Z Roadster	143 F	'10-14	6/3696	326/7000	269/5200	1554kg	213	5.5	-	-	155	+ The Zed's old-school character remains intact - Its purposeful looks don't	★★★★★
Porsche 718 Boxster	224 D	£44,758	4/1988	296/6500	280/1950	1335kg	225	5.1	-	-	170	+ Chassis as good as ever - Four-cylinder's tuneless din would be hard to live with	★★★★★
Porsche 718 Boxster S	222 F	£53,714	4/2497	345/6500	310/1900	1355kg	259	4.6	4.4	9.8	177	+ Still sensationally capable - Turbo four-cylinder engine lacks appeal of the old flat-six	★★★★★
Porsche Boxster (981)	238 F	'12-16	6/2706	261/6700	206/4500	1310kg	202	5.8	-	-	164	+ Goes and looks better than the 987 Boxster - Shame about the electric steering	★★★★★
Porsche Boxster S (981)	186 F	'12-16	6/3436	311/6700	265/4500	1320kg	239	5.1	-	-	173	+ Boxster steps out of 911's shadow - But gets 911's less appealing electric steering	★★★★★
Porsche Boxster GTS (981)	203 D	'14-16	6/3436	325/6700	273/4500	1345kg	246	5.0	-	-	174	+ Superb dynamics, fantastic engine, great looks - Sport suspension is very firm	★★★★★
Porsche Boxster Spyder (981)	223 F	'15-16	6/3800	370/6700	310/4750	1315kg	286	4.5	-	-	180	+ An even faster, even more rewarding Boxster - Feedback trails the Cayman GT4's	★★★★★
Porsche Boxster S (987)	161 F	'05-12	6/3436	306/6400	266/5500	1355kg	229	5.3	-	-	170	+ Second-gen Boxster's as brilliant as ever - It's a typically Porsche redesign	★★★★★
Porsche Boxster Spyder (987)	188 F	'10-12	6/3436	316/7200	273/4750	1275kg	252	4.9	-	-	166	+ Lighter, more driver-centric Boxster - Collapsed-broly roof not the most practical	★★★★★
Porsche Boxster S (986)	070 F	'99-04	6/3179	256/6200	229/4600	1320kg	200	5.7	-	-	164	+ Added power over the non-S Boxster is seductive - Very little	★★★★★
Radical SR3 SL	174 F	'11-14	4/2000	300/6000	265/4000	775kg*	393	3.4	-	-	161	+ Our 2011 Track Car of the Year, and it's road-legal - You'll need to wrap up warm	★★★★★
Radical SR8LM	138 F	'09-12	8/2800	460/10,500	260/8000	680kg*	687	3.2	-	-	168	+ Held the Nordschleife road-car lap record for eight years! - Convincing people it's road legal	★★★★★
Renault Sport Spider	231 F	'96-99	4/1998	148/6000	136/4500	930kg	157	6.5	-	-	131	+ Rarity, unassisted steering - Heavier than you'd hope; disappointing engine	★★★★★
Rolls-Royce Dawn	222 D	£264,000	12/6592	563/5250	575/1500	2560kg	223	4.9	-	-	155	+ Effortless driving experience - Driver involvement not a priority	★★★★★
Toyota MR2 (Mk3)	187 F	'00-06	4/1794	138/6400	125/4400	975kg	141	8.0	7.2	21.2	131	+ Tight lines, taut dynamics - Minimal luggage space	★★★★★
TVR Tamora	070 F	'01-07	6/3605	350/7200	290/5500	1060kg	335	4.2	-	-	175	+ Well-sorted soft-top TVR - Awkward styling	★★★★★
TVR Chimaera 5.0	007 F	'93-03	8/4997	320/5500	320/3750	1060kg	307	4.4	-	-	167	+ Gorgeous noise, tarmac-ripping grunt - Details	★★★★★
TVR Griffith 4.3	068 F	'92-93	8/4280	280/5500	305/4000	1040kg	274	4.4	4.8	11.2	155	+ The car that made TVR. Cult status - Mere details	★★★★★
TVR Griffith 500	009 F	'93-01	8/4997	320/5500	320/4000	1060kg	307	4.1	-	-	167	+ Gruff diamond - A few rough edges	★★★★★
Vauxhall VX220	023 F	'00-04	4/2198	145/5800	150/4000	875kg	168	5.9	-	-	136	+ Absurdly good Vauxhall - The badge?	★★★★★
Vauxhall VX220 Turbo	066 F	'03-05	4/1998	197/5500	184/1950	930kg	215	4.9	-	-	151	+ Nothing comes close for the money - Marginal everyday usability	★★★★★
Vuhl 05	220 F	£59,995	4/2000	285/5600	310/3000	725kg	405	3.7	-	-	152	+ Impressive pace and quality - You can get a more thrills from a Caterham at half the price	★★★★★
Zenos E10 S	214 F	£30,595	4/1999	250/7000	295/2500	725kg*	350	4.0	4.2	-	145	+ Neutral and exploitable - Prescriptive balance	★★★★★

COUPES / GTs



OUR CHOICE

Porsche 911 Carrera GTS. Adjustable, playful, communicative and with top-class body control and damping, the 991.2-generation Carrera GTS is everything a 911 should be. It even has the best steering yet in a 911 Carrera. Just make sure you order the two-wheel-drive, manual coupe version.



BEST OF THE REST

Lower down the 991.2 range, the **Porsche 911 Carrera** and **Carrera S** haven't been ruined by the addition of turbos, while among their rivals we'd take a **BMW M4 Competition Package** over an **Audi RS5** or a **Mercedes-AMG C63 S Coupe**. Elsewhere, the **Lotus Exige** and **Evora** continue to offer sublime handling in all guises.

Alfa Romeo 4C	209 F	£51,505	4/1742	237/6000	258/2200	895kg*	269	4.5	-	-	160	+ Carbonfibre tub, mini-supercar looks - Hot hatch engine, clunky gearbox	★★★★☆
Alfa Romeo 8C Competizione	120 F	'07-09	8/4691	450/7000	354/4750	1585kg	288	4.2	-	-	181	+ Looks, exclusivity, noise, balance - Cost more now than they did new	★★★★☆
Alpina D4 Biturbo	206 F	£50,950	6/2993	345/4000	516/1500	1585kg	221	4.6	-	-	173	+ Fifth-gear oversteer - Sounds like a diesel; fuel economy not as good as you might hope	★★★★☆
Alpina B4 Biturbo	206 F	'14-16	6/2979	404/5500	442/3000	1615kg	254	4.2	-	-	188	+ More fluid than the M4; better traction, too - Not as precise as the M-car over the limit	★★★★☆
Aston Martin V8 Vantage S	168 F	£94,995	8/4735	430/7300	361/5000	1610kg	271	4.8	-	-	190	+ Keener engine, V12 Vantage looks - Slightly sluggish auto only	★★★★☆
Aston Martin Vantage GT8	229 F	£165,000	8/4735	440/7300	361/5000	1530kg	292	4.4	-	-	190	+ A great start to Gaydon-era Astons - Automatic gearbox could be quicker	★★★★☆
Aston Martin V8 Vantage (4.3)	109 F	'05-07	8/4280	380/7000	302/5000	1630kg	237	5.0	5.2	12.0	175	+ Gorgeous, awesome soundtrack - Can't quite match a 911 dynamically	★★★★☆
Aston Martin V8 Vantage (4.7)	169 D	'08-16	8/4735	420/7000	346/5750	1630kg	262	4.8	-	-	180	+ Still feels special - But also a little dated	★★★★☆
Aston Martin V8 Vantage N430	218 F	'15-16	8/4735	430/7300	361/5000	1610kg	271	4.8	-	-	189	+ Malleable, involving - Never feels rampantly quick	★★★★☆
Aston Martin V12 Vantage S	238 F	£138,000	12/5935	563/6650	457/5500	1665kg	344	3.9	-	-	205	+ Amongst the best Astons ever made - Old-school automated 'box (so get the manual)	★★★★☆
Aston Martin V12 Vantage	146 F	'09-13	12/5935	510/6500	420/5750	1680kg	308	4.2	4.4	9.7	190	+ The car we hoped the V8 Vantage would be - Erm, a tad thirsty?	★★★★☆
Aston Martin Vantage GT12	214 F	'15-16	12/5935	592/7000	461/5500	1565kg	384	3.5	-	-	185	+ The GT3-style Vantage we waited so long for - Only 100 were made	★★★★☆
Aston Martin DB11 V8	241 D	£144,900	8/3982	503/6000	498/2000	1760kg	290	4.0	-	-	187	+ Potent and characterful engine; sharper chassis than V12 - Do we still need the V12?	★★★★☆
Aston Martin DB11	235 F	£157,900	12/5204	600/6500	516/1500	1875kg	325	3.9	4.0	8.1	200	+ An excellent GT - Suffers in outright handling terms as a result	★★★★☆
Aston Martin DB9 GT	214 D	£140,000	12/5935	540/6750	457/5500	1785kg	307	4.5	-	-	183	+ More power, still has bags of character - Needs an eight-speed auto 'box	★★★★☆
Aston Martin DB9	178 F	'04-16	12/5935	510/6500	420/5750	1785kg	290	4.6	-	-	183	+ A great start to Gaydon-era Astons - Automatic gearbox could be quicker	★★★★☆
Aston Martin DBS	142 F	'07-12	12/5935	510/6500	420/5750	1695kg	306	4.3	-	-	191	+ Stupendous engine, gearbox, brakes - Pricey; can bite the unwary	★★★★☆
Audi TT 2.0 TFSI (Mk3)	204 F	£31,685	4/1984	227/4500	273/1650	1230kg	188	6.0	-	-	155	+ Desirable, grippy and effortlessly quick - Still not the last word in interaction	★★★★☆
Audi TT 2.0 TFSI quattro (Mk3)	203 D	£34,895	4/1984	227/4500	273/1600	1335kg	173	5.3	-	-	155	+ Looks, interior, decent performance and handling - Lacks ultimate involvement	★★★★☆
Audi TTS (Mk3)	209 F	£40,840	4/1984	306/5800	280/1800	1365kg	228	4.9	-	-	155	+ Dynamically interesting (for a TT) - Still not as interactive as a Cayman	★★★★☆
Audi TT RS (Mk3)	230 F	£52,100	5/2480	394/5850	346/1700	1440kg	278	3.7	3.4	-	155	+ Soundtrack; tremendous point-to-point pace - A bit one-dimensional in the long run	★★★★☆
Audi TTS (Mk2)	193 F	'08-14	4/1984	268/6000	258/2500	1395kg	195	5.4	-	-	155	+ A usefully quicker TT, with a great drivetrain - Still steers like a computer game	★★★★☆
Audi TT RS (Mk2)	158 F	'09-14	5/2480	335/5400	332/1600	1450kg	235	4.7	4.4	11.1	155	+ Sublime five-cylinder turbo engine - Rest of package can't quite match it	★★★★☆
Audi TT RS Plus (Mk2)	185 D	'12-14	5/2480	355/5500	343/1650	1450kg	249	4.3	-	-	174	+ Stonkingly fast cross-country - Shockingly expensive for a TT	★★★★☆



K-TEC RACING
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 16 Years

RENAULT SPORT



 Find us on Facebook

CALL US ON (01202) 820800 or visit our website
www.k-tecracing.com



www.WOODFORDTRAILERS.com
HIGH QUALITY TRAILERS FOR CLUB, PRIVATE AND MOTORSPORTS



Email: sales@woodfordtrailers.com | CALL US NOW 01327 263 384



AUTO SPORT PRODUCTS




RACE RAMP
autosportproducts.co.uk

No other car ramps compare to the Race Ramp products. Race Ramps are practically indestructible while also being extremely lightweight. Because of their unique construction, they will not slide across a garage floor, dig into an tarmac driveway, or scratch or otherwise damage a cement or painted floor. They can be used on grass, sand, or almost any other flat surface, and they will never rust.

- Lightweight
- Low Profile
- Antiskid
- Strong

For more info please phone 0345 470 2007 or
e-mail: sales@autosportproducts.co.uk
www.autosportproducts.co.uk
FB: Race Ramps at Auto Sport Products





GTi

**BBR - THE VERY BEST MAZDA MX-5
UPGRADES FOR OVER THREE DECADES**



Tel: 01280 700 700 www.bbrgti.com

MAKE & MODEL	ISSUE NO.	PRICE	ENGINE CYL/CC	BHP/RPM	LB FT/RPM	WEIGHT	BHP/TON	0-62MPH (0-100)	0-60MPH (0-100)	0-100MPH (0-161)	MAX MPH	EVO RATING	
Audi TT Sport (Mk1)	081 D	'05-'06	4/1781	237/5700	236/2300	1390kg	173	5.7	-	-	155	+ Deliciously purposeful interior, crisp chassis - Numb steering	★★★★☆
Audi S5	233 F	£47,875	6/2995	349/5400	369/1370	1615kg	220	4.7	-	-	155	+ Chassis rewards commitment... - but doesn't offer a challenge. Plain engine, too	★★★★☆
Audi RS5	240 F	£62,900	6/2894	444/5700	442/1900	1655kg	273	3.9	-	-	155	+ Lighter, quicker; makes green paint look good - Lacks the character of the old V8	★★★★☆
Audi RS5	206 F	'10-'16	8/4163	444/8250	317/4000	1715kg	263	4.5	-	-	155	+ Brilliant engine and improved chassis - Lack of suspension travel; inconsistent steering	★★★★☆
Audi R8 V8	201 F	'07-'15	8/4163	424/7900	317/4500	1560kg	276	4.6	4.1	9.9	188	+ A true 911 alternative - Exclusivity comes at a price	★★★★☆
Bentley Continental GT V8	178 F	£140,300	8/3993	500/6000	487/1700	2220kg	229	4.8	-	-	188	+ A proper drivers' Bentley with decent economy - W12 suddenly seems pointless	★★★★☆
Bentley Continental GT V8 S	204 F	£149,800	8/3993	521/6000	502/1700	2220kg	238	4.5	-	-	192	+ An even better drivers' Bentley - Vast weight makes its presence felt in harder driving	★★★★☆
Bentley Continental GT	152 D	£150,500	12/5998	567/6000	516/1700	2245kg	257	4.5	-	-	198	+ Near 200mph in utter comfort - Weight; W12's thirst	★★★★☆
Bentley Continental GT Speed	230 D	£168,900	12/5998	633/5900	620/2000	2245kg	286	4.1	-	-	206	+ Desirability meets exclusivity and performance - We'd still have the V8	★★★★☆
Bentley Continental Supersports	234 D	£212,500	12/5998	700/6000	750/2050	2205kg	323	3.5	-	-	209	+ Massive performance, surprisingly agile - Styling and soundtrack far from descreet	★★★★☆
Bentley Continental GT3-R	203 D	£237,500	8/3993	572/6000	518/1700	2120kg	274	3.8	-	-	170	+ The best-handling Continental ever - Expensive; it still weighs 2120kg	★★★★☆
BMW 1-series M Coupe	188 F	'11-'12	6/2979	335/5900	369/1500	1495kg	228	4.9	-	-	155	+ Character, turbo pace and great looks - Came and went too quick	★★★★☆
BMW M240i Coupe	229 D	£35,865	6/2998	335/6800	369/1520	1470kg	232	4.8	-	-	155	+ Adjustable and plenty of fun - Lacks finesse and precision	★★★★☆
BMW M235i Coupe	225 F	'14-'16	6/2979	321/5800	332/1300	1455kg	224	5.0	5.2	12.7	155	+ Powertrain, chassis, looks, size - Limited-slip diff is an option, not standard	★★★★☆
BMW M2	230 F	£45,750	6/2979	365/6500	369/1450	1495kg	248	4.5	4.5	-	155	+ More progressive chassis balance than the M4 - Feels unsettled on rough tarmac	★★★★☆
BMW 440i M Sport Coupe	233 F	£43,430	6/2998	321/5500	332/1380	1540kg	212	5.2	-	-	155	+ Almost too-powerful engine - Doesn't feel special enough to drive	★★★★☆
BMW M4	218 F	£58,365	6/2979	425/5500	406/1850	1560kg	277	4.3	-	-	155	+ Ferociously fast - A handful on less-than-perfect or less-than-bone-dry roads	★★★★☆
BMW M4 Competition Package	240 F	£62,080	6/2979	444/7000	406/1850	1560kg	289	4.2	-	-	155	+ The car the M4 always should have been - Not so good on 20in wheels	★★★★☆
BMW M4 CS	237 D	£89,130	6/2979	454/6250	442/4000	1580kg	292	3.9	-	-	174	+ The first M4 you could enjoy on any road, in any conditions - It ain't cheap	★★★★☆
BMW M4 GTS	237 F	'16	6/2979	493/6250	442/4000	1510kg	332	3.8	3.7	8.0	190	+ Vast improvement on lesser M4s - So it should be, given its price	★★★★☆
BMW M3 (E92)	196 F	'07-'13	8/3999	414/8300	295/3900	1580kg	266	4.8	4.3	10.3	155	+ Fends off all of its rivals... -...except the cheaper 1-series M Coupe	★★★★☆
BMW M3 GTS (E92)	232 F	'10-'11	8/4361	444/8300	324/3750	1530kg	295	4.4	-	-	190	+ Highly exclusive; one of the most focused M-cars ever - Good luck trying to find one	★★★★☆
BMW M3 (E46)	066 F	'00-'07	6/3246	338/7900	269/5000	1495kg	230	5.2	5.1	12.3	155	+ One of the best BMWs ever, Runner-up in eCoty 2001 - Slightly artificial steering feel	★★★★☆
BMW M3 CS (E46)	219 F	'05-'07	6/3246	338/7900	269/5000	1495kg	230	5.2	-	-	155	+ CSL dynamics without CSL price - Looks like the standard car	★★★★☆
BMW M3 CSL (E46)	200 F	'03-'04	6/3246	355/7900	273/4900	1385kg	260	4.9	5.3	12.0	155	+ Still superb - Changes from the automated single-clutch 'box are... a... bit... sluggish	★★★★☆
BMW M3 Evolution (E36)	148 F	'96-'98	6/3201	317/7400	258/3250	1515kg	215	5.5	5.4	12.8	158	+ Performance, image - Never quite as good as the E30	★★★★☆
BMW M3 (E30)	165 F	'89-'90	4/2302	212/6750	170/4600	1165kg	185	6.7	6.7	17.8	147	+ The best M-car ever - Prices have got out of hand	★★★★☆
BMW Z4 M Coupe	097 F	'06-'09	6/3246	338/7900	269/4900	1420kg	242	5.0	-	-	155	+ A real drivers' car - You've got to be prepared to get stuck in	★★★★☆
BMW M Coupe	005 F	'98-'03	6/3246	321/7400	261/4900	1375kg	237	5.3	-	-	155	+ Quick and characterful - Lacks finesse	★★★★☆
BMW M6 (F13)	218 F	£95,580	8/4395	552/6000	501/1500	1850kg	303	4.2	-	-	155	+ Mighty ability, pace, technology - You'll want the Competition Package upgrade, too	★★★★☆
BMW M6 (E63)	106 F	'05-'10	10/4999	500/7750	384/6100	1635kg	311	4.2	4.8	10.0	155	+ Awesome GT, awesome sports car - SMG gearbox now off the pace	★★★★☆
BMW i8	210 F	£106,310	3/1499	357/5800	420/3700	1485kg	244	4.4	-	-	155	+ Brilliantly executed concept; sci-fi looks - Safe dynamic set-up	★★★★☆
Chevrolet Camaro Z/28	220 F	'14-'16	8/7008	505/6100	481/4800	1732kg	296	4.2	-	-	175	+ Scalpel-sharp engine, great chassis (really) - Feels very stiff on UK roads	★★★★☆
Chevrolet Corvette Stingray (C7)	197 F	£63,295	8/6162	460/6000	465/4600	1496kg	312	4.2	4.4	9.4	180	+ Performance, chassis balance, supple ride - Body control could be better	★★★★☆
Chevrolet Corvette Z06 (C7)	227 F	£90,445	8/6162	650/6000	650/3600	1598kg	413	3.7	-	-	196	+ Mind-boggling raw speed; surprisingly sophisticated - Edgy when really pushed	★★★★☆
Ford Mustang 2.3 EcoBoost	222 D	£33,645	4/2261	313/5500	319/3000	1655kg	192	5.8	-	-	155	+ Ninety per cent as good as the V8 - Missing ten per cent is what makes the Mustang	★★★★☆
Ford Mustang 5.0 V8 GT	225 F	£38,095	8/4951	410/6500	391/4250	1711kg	243	4.8	4.8	11.6	155	+ Looks, noise, performance, value, right-hand drive - Comes undone on rougher roads	★★★★☆
Honda Integra Type R (DC2)	200 F	'96-'00	4/1797	187/8000	131/7300	1101kg	173	6.7	6.2	17.9	145	+ Arguably the greatest front-drive car ever - Too raw for some	★★★★☆
Infiniti Q60S Sport 3.0T	228 D	£43,535	6/2997	400/6400	350/1600	1799kg	226	5.0	-	-	155	+ Impressive tech - Electronic systems reduce feeling of involvement	★★★★☆
Jaguar F-type Coupe 2.0i 300PS	239 D	£49,900	4/1997	296/5500	295/1500	1525kg	197	5.7	-	-	155	+ Turbo four-cylinder engine sounds good - But it lacks top-end verve	★★★★☆
Jaguar F-type Coupe 3.0 V6 340PS	204 D	£52,265	6/2995	335/6500	332/3500	1567kg	217	5.7	-	-	161	+ Drop-dead looks, brilliant chassis, desirability - Engine lacks top-end fight	★★★★☆
Jaguar F-type Coupe 3.0 V6 380PS	211 D	£63,015	6/2995	375/6500	339/3500	1584kg	241	5.5	-	-	171	+ Exquisite style, more rewarding (and affordable) than roadster - Scrappy on the limit	★★★★☆
Jaguar F-type R Coupe AWD	227 D	£90,860	8/5000	542/6500	501/3500	1730kg	318	4.1	3.5	8.1	186	+ Better than the rear-drive R in the wet - Less involving in the dry	★★★★☆
Jaguar F-type SVR Coupe	224 D	£110,880	8/5000	567/6500	516/3500	1705kg	338	3.7	-	-	200	+ A marginally better drive than the AWD R - Not by enough to justify the extra outlay	★★★★☆
Jaguar F-type R Coupe (RWD)	218 F	'14-'17	8/5000	542/6500	501/3500	1650kg	334	4.2	-	-	186	+ Looks, presence, performance, soundtrack - Bumpy and boisterous	★★★★☆
Jaguar XKR	168 F	'09-'14	8/5000	503/6000	461/2500	1753kg	292	4.8	-	-	155	+ Fast and incredibly rewarding Jag - The kids will have to stay at home	★★★★☆
Jaguar XKR-S	168 F	'11-'14	8/5000	542/6000	502/2500	1753kg	314	4.4	-	-	186	+ Faster and wilder than regular XKR - The F-type R Coupe	★★★★☆
Lexus RC 200t F Sport	225 F	£38,695	4/1998	242/5800	258/1650	1675kg	147	7.5	-	-	143	+ Fluid ride - Lacks body control and outright grip	★★★★☆
Lexus RC F	226 F	£61,310	8/4969	470/6400	391/4800	1765kg	271	4.5	-	-	168	+ Great steering, noise, sense of occasion - Too heavy to be truly exciting	★★★★☆
Lexus LC 500h	241 D	£76,595	6/3456	354	n/a	1985kg	181	5.0	-	-	168	+ Excellent comfort and refinement; fine chassis - Hybrid system hurts the fun factor	★★★★☆
Lexus LC 500	231 D	£76,595	8/4969	470/7100	398/4800	1935kg	247	4.7	-	-	168	+ Glorious engine, rewarding chassis for a GT car - Numb steering, messy ergonomics	★★★★☆
Lotus Exige Sport 350	221 F	£55,900	6/3456	345/7000	295/4500	1125kg	312	3.9	-	-	170	+ Further honed Exige, with vastly improved gearshift - Still not easy to get into and out of	★★★★☆
Lotus Exige Sport 380	231 F	£67,900	6/3456	375/6700	302/5000	1101kg	343	3.7	-	-	178	+ Intense, absorbing and brilliantly capable - Perhaps not an everyday car	★★★★☆
Lotus Exige Cup 380	240 D	£83,000	6/3456	375/6700	302/5000	1105kg	345	3.6	-	-	175	+ An absolute riot; feels worth the high price tag - Limited build numbers	★★★★☆
Lotus Exige S (V6)	209 F	'12-'15	6/3456	345/7000	295/4500	1176kg	298	3.8	-	-	170	+ Breath-taking road-racer; our joint 2012 Car of the Year - Gearshift not the sweetest	★★★★☆
Lotus Exige S (S2)	105 F	'06-'11	4/1796	218/7800	158/5500	930kg	238	4.3	-	-	148	+ Lightweight with a hefty punch - Uninspiring soundtrack	★★★★☆
Lotus Exige (S1)	200 F	'00-'01	4/1796	192/7800	146/5000	780kg	247	4.6	-	-	136	+ Looks and goes like an Elise racer - A tad lacking in refinement	★★★★☆
Lotus Evora 400	216 F	£72,000	6/3456	400/7000	302/3500	1395kg	291	4.2	-	-	186	+ Evora excitement levels take a leap - Gearbox still not perfect; punchy pricing	★★★★☆
Lotus Evora Sport 410	230 F	£82,000	6/3456	410/7000	310/3500	1325kg	314	4.2	-	-	190	+ Even lighter and sharper Evora - Engine and gearbox behind the best at this price	★★★★☆
Lotus Evora	138 F	'09-'15	6/3456	276/6400	258/4700	1382kg	203	5.1	5.6	13.6	162	+ Sublime ride and handling, Our 2009 Car of the Year - The Evora S	★★★★☆
Lotus Evora S	168 F	'10-'15	6/3456	345/7000	295/4500	1430kg	245	4.8	-	-	172	+ A faster and better Evora - But one which spars with the Porsche 911	★★★★☆
Maserati GranTurismo Sport	188 F	£93,145	8/4691	454/7000	383/4750	1880kg	245	4.8	-	-	186	+ A real sense of occasion to drive; wonderful engine - Rather long in the tooth	★★★★☆
Maserati GranTurismo MC	239 D	£109,740	8/4691	454/7000	383/4750	1873kg	246	4.7	-	-	187	+ As above but with knobs on - Those knobs don't make it feel any younger	★★★★☆
Maserati GranTurismo	114 F	'07-'17	8/4244	399/7100	339/4750	1880kg	216	5.2	5.5	12.7	177	+ Striking, accomplished GT - Doesn't spike the pulse like an Aston or 911	★★★★☆
Maserati GranTurismo MC Stradale	193 F	'11-'17	8/4691	454/7000	383/4750	1800kg	256	4.5	-	-	188	+ Brilliant blend of road racer and GT - Gearbox takes a little getting used to	★★★★☆
Mazda RX-8	122 F	'03-'11	2R/1308	228/8200	156/5500	1429kg	162	6.4	6.5	16.4	146	+ Never mind the quirkiness, it's a great drive - Wafer-thin torque output; thirsty	★★★★☆
Mercedes-AMG C43 4Matic Coupe	233 F	£47,605	6/2996	362/5500	383/2000	1660kg	222	4.7	-	-	155	+ Fast and instilled with a real sense of quality - Not enough emphasis on fun	★★★★☆
Mercedes-AMG C63 S Coupe (W205)	229 F	£70,385	8/3982	503/5500	516/1750	1725kg	296	3.9	4.3	100	155	+ Mouth-watering mechanical package - Light steering; hefty kerb weight	★★★★☆

ORACLE[®]

FINANCE

OUR CUSTOMERS DEMAND
A DIFFERENT LEVEL OF PERFORMANCE...

FUNDING FOR PRESTIGE, SPORTS & CLASSIC CARS.

PLEASE NOTE: WE ARE A CREDIT BROKER AND NOT A LENDER. This means we act independently through a wide range of lenders to offer a broad and competitive choice of products and solutions. Oracle Asset Finance is not affiliated to any motor manufacturer. 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.



OFFICIAL VEHICLE
FINANCE PARTNER



OFFICIAL VEHICLE
FINANCE PARTNER



08450 944 997 | www.oraclefinance.co.uk

WORRIED ABOUT EXPENSIVE CAR REPAIR BILLS?

15 years
ONLINE

30 DAYS
MONEY
BACK
GUARANTEE

95%
POSITIVE
FEEDBACK

multi
AWARD
WINNING

Auto
EXPRESS
RECOMMENDED

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.

An award-winning 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 its been designed by motoring consumer champion, Quentin Willson.

Quentin Willson
Designed by **Quentin Willson**



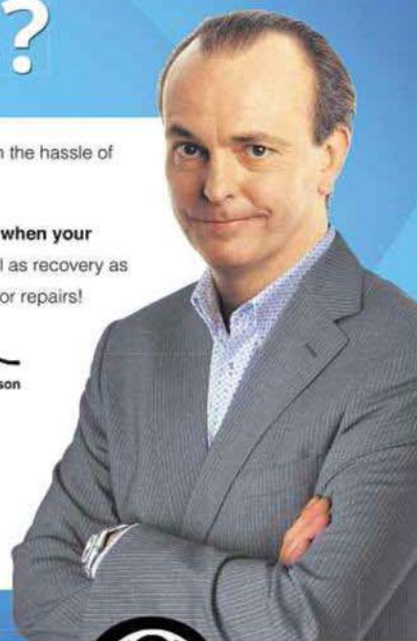
QUENTIN WILLSON'S VIDEO GUIDE

Watch as motoring expert, Quentin Willson, explains the benefits of a used car warranty.

Watch Quentin's Video Guide
www.warrantywise.co.uk/guide



Terms and Conditions Apply. Accurate at the time of writing.



Get a Quote Online
warrantywise.co.uk



Call us on Freephone
0800 121 4770



Warrantywise

Simply the Best in the Business

Specialist Car Insurance

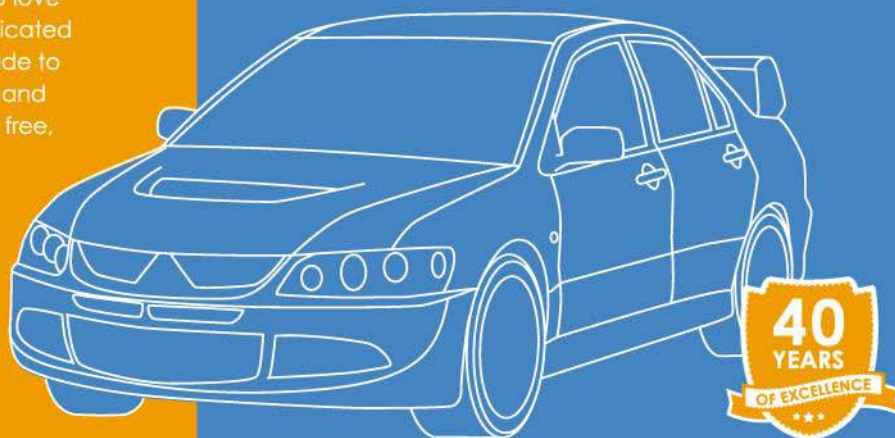
Adrian Flux know how much you love your car, that's why we are dedicated to finding you a policy, tailor-made to your own personal requirements and driving history. Call us today for a free, no obligation quote!



0800 085 5000
adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority

HIGH PERFORMANCE INSURANCE



Benefits available can include:

- FREE Legal Cover
- Breakdown Cover
- EU Cover
- Imports Cover
- Limited Mileage Discounts
- Modifications Cover
- Club Member Discounts
- Track Day Cover

MAKE & MODEL	ISSUE NO.	PRICE	ENGINE Cyl/CC	BHP/RPM	Lb Ft/RPM	WEIGHT	BHP/TON	0-62MPH (s.0-60MPH)	0-60MPH (s.0-100MPH)	0-100MPH (s.0-100MPH)	MAX MPH	EVO RATING	
Mercedes-Benz C63 AMG Coupe (W204)	162 F	'11-'14	8/6208	451/6800	442/5000	1655kg	277	4.5	4.4	10.3	155	+ A proper two-door M3 rival - C63 saloon looks better	★★★★★
Mercedes-Benz C63 AMG Black Series (W204)	171 F	'12-'13	8/6208	510/6800	457/5200	1635kg	317	4.2	-	-	186	+ The C63 turned up to 11 - Too heavy; not as fiery as Black Series cars of old	★★★★★
Mercedes-Benz CLK63 AMG Black Series	106 F	'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 E400 4Matic Coupe	234 D	£50,775	6/2996	328/5200	354/1600	1770kg	188	5.3	-	-	155	+ Good looks, classy cabin, relaxed performance - Not much here in the way of real thrills	★★★★★
Mercedes-AMG S63 Coupe	205 D	£130,680	8/5461	571/5500	664/2250	1995kg	294	4.2	-	-	155	+ Thunderously fast S-class built for drivers - Lacks badge appeal of a Continental GT	★★★★★
Mercedes-AMG S65 Coupe	209 D	£188,550	12/5980	621/4800	737/2300	2110kg	299	4.1	-	-	186	+ Almighty power, fabulous luxury - Nearly £60k more than the S63!	★★★★★
Mercedes-AMG GT	227 D	£99,960	8/3982	469/6000	465/1700	1540kg	309	4.0	-	-	189	+ A true sports coupe that also does luxury - Takes time to reveal its talents	★★★★★
Mercedes-AMG GT S	216 F	£113,260	8/3982	515/6250	494/1800	1570kg	333	3.8	-	-	193	+ Fantastic chassis, huge grip - Artificial steering feel; downshifts could be quicker	★★★★★
Mercedes-AMG GT C	241 D	£129,260	8/3982	549/5750	501/1900	1625kg	343	3.7	-	-	196	+ As good at being a GT as it is a sports coupe - Difficult to drive fast and smoothly	★★★★★
Nissan 370Z	204 F	£29,180	6/3696	323/7000	268/5200	1496kg	219	5.3	-	-	155	+ Quicker, leaner, keener than 350Z - Not quite a Cayman-killer	★★★★★
Nissan 370Z Nismo	209 F	£39,375	6/3696	339/7400	274/5200	1496kg	230	5.2	-	-	155	+ Sharper looks, improved ride, extra thrills - Engine lacks sparkle	★★★★★
Nissan 350Z	107 F	'03-'09	6/3498	309/6800	264/4800	1532kg	205	5.6	5.5	13.0	155	+ Huge fun, and great value too - Muscle-car vibe not for everyone	★★★★★
Nissan GT-R (2017MY)	230 F	£81,875	6/3799	562/6800	470/3600	1752kg	326	2.7	-	-	196	+ More refinement, much improved interior, still fast - Feels a touch less alert	★★★★★
Nissan GT-R Track Edition (2017MY)	229 D	£93,875	6/3799	562/6800	470/3600	1745kg	327	2.7	-	-	196	+ GT-R regains its sharpness - Getting pricey these days	★★★★★
Nissan GT-R Nismo (2017MY)	232 F	£150,875	6/3799	592/6800	481/3600	1725kg	349	2.7	-	-	196	+ Incredibly focused - Still too firm to be at its best on UK roads	★★★★★
Nissan GT-R (2012MY-2016MY)	238 F	'12-'16	6/3799	542/6400	466/3200	1740kg	316	2.7	3.2	7.5	196	+ Quicker and better than before - Stopping your Porsche-owning friends calling it a Datsun	★★★★★
Nissan GT-R Track Edition (2016MY)	223 F	'15-'16	6/3799	542/6400	466/3200	1740kg	316	2.7	3.4	7.7	196	+ Recreates much of the Nismo's ability, without the rock-hard ride - Interior feels dated	★★★★★
Nissan GT-R Nismo (2014MY)	205 F	'14-'16	6/3799	592/6800	481/3200	1720kg	350	2.6	-	-	196	+ Manages to make regular GT-R feel imprecise - Compromised by super-firm suspension	★★★★★
Nissan GT-R (2010MY)	152 F	'10-'12	6/3799	523/6400	451/3200	1740kg	305	3.0	-	-	194	+ More powerful version of the original - But they're not worlds apart to drive	★★★★★
Nissan GT-R (2008MY)	125 F	'08-'10	6/3799	473/6400	434/3200	1740kg	276	3.8	-	-	193	+ Our 2008 Car of the Year - You won't see 20mpg often	★★★★★
Nissan Skyline GT-R (R34)	241 F	'99-'02	6/2568	276/7000	289/4400	1560kg	180	4.8	4.7	12.5	165	+ Big, brutal, and great fun - Needs more than the standard 276bhp	★★★★★
Nissan Skyline GT-R (R33)	196 F	'97-'99	6/2568	276/6800	271/4400	1540kg	182	4.9	5.4	14.3	155	+ Early proof that Japanese high-tech could work (superbly) - Limited supply	★★★★★
Peugeot RCZ 1.6 THP 200	155 F	'09-'15	4/1598	197/5500	202/1700	1421kg	141	7.6	7.3	18.1	147	+ Distinctive looks, highly capable handling - Could be a bit more exciting	★★★★★
Peugeot RCZ R	209 F	'14-'15	4/1598	266/6000	243/1900	1280kg	211	5.9	-	-	155	+ Rewarding and highly effective when fully lit - Dated cabin, steering lacks feel	★★★★★
Porsche 718 Cayman	229 D	£42,897	4/1988	296/6500	280/1950	1335kg	225	5.1	-	-	170	+ Chassis remains a dream - Sounds like a Toyota GT86	★★★★★
Porsche 718 Cayman S	230 F	£51,853	4/2497	345/6500	310/1900	1355kg	259	4.6	4.4	-	177	+ Faster and better to drive than ever - Bring earplugs	★★★★★
Porsche Cayman S (981)	202 F	'13-'16	6/3436	321/7400	273/4500	1320kg	247	5.0	4.5	10.5	175	+ The Cayman comes of age - Erm...	★★★★★
Porsche Cayman GTS (981)	219 F	'14-'16	6/3436	335/7400	280/4750	1345kg	253	4.9	-	-	177	+ Tweaks improve an already sublime package - Slightly 'aftermarket' looks	★★★★★
Porsche Cayman GT4 (981)	221 F	'15-'16	6/3800	380/7400	310/4750	1340kg	288	4.4	-	-	183	+evo Car of the Year 2015 (even though the 991 GT3 RS was there!) - Second-hand prices	★★★★★
Porsche Cayman S (987)	231 F	'06-'13	6/3436	316/7200	273/4750	1350kg	237	5.2	-	-	172	+ Still want that 911? - Yeah, us too	★★★★★
Porsche Cayman R (987)	158 F	'11-'13	6/3436	325/7400	273/4750	1295kg	255	5.0	-	-	175	+ Total handling excellence - Styling additions not to all tastes	★★★★★
Porsche 911 Carrera (991.2)	218 F	£77,891	6/2981	365/6500	332/1700	1430kg	259	4.6	-	-	183	+ Forced induction hasn't ruined the Carrera - Purists won't be happy	★★★★★
Porsche 911 Carrera S (991.2)	217 F	£87,335	6/2981	414/6500	369/1700	1440kg	292	4.3	-	-	191	+ Blindingly fast - You'll want the sports exhaust	★★★★★
Porsche 911 Carrera GTS (991.2)	238 F	£95,795	6/2981	444/6500	406/2150	1450kg	311	4.1	-	-	193	+ In rear-drive coupe format, it's everything a 911 should be - Not all GTs are rear-drive coupes	★★★★★
Porsche 911 Carrera S (991.1)	201 F	'12-'15	6/3800	394/7400	324/5600	1415kg	283	4.5	4.3	9.5	188	+ A Carrera with supercar pace - Electric steering robs it of some tactility	★★★★★
Porsche 911 Carrera 4S (991.1)	179 F	'13-'15	6/3800	394/7400	324/5600	1465kg	273	4.5	-	-	185	+ More satisfying than rear-drive 991.1 Carreras - Choose your spec carefully	★★★★★
Porsche 911 Carrera 4 GTS (991.1)	208 D	'15	6/3800	424/7500	324/5750	1470kg	293	4.4	-	-	189	+ The highlight of the 991.1 Carrera lineup - Pricy for a Carrera	★★★★★
Porsche 911 Carrera S (997.2)	121 F	'08-'11	6/3800	380/6500	310/4400	1425kg	271	4.7	-	-	188	+ Poise, precision, blinding pace - Feels a bit clinical	★★★★★
Porsche 911 Carrera S (997.1)	070 F	'04-'08	6/3824	350/6600	295/4600	1420kg	246	4.6	-	-	182	+evo Car of the Year 2004 - Tech overload?	★★★★★
Porsche 911 Carrera (996, 3.4)	008 F	'98-'01	6/3387	300/6800	258/4600	1320kg	231	5.2	-	-	174	+evo Car of the Year 1998; beautifully polished - Some like a bit of rough	★★★★★
Radical RXC Turbo 500R	227 D	'16	6/3496	600/6700	465/4200	1070kg*	561	2.8	-	-	185	+ Immense accessible performance - Fit, finish and detailing lack finesse	★★★★★
Radical RXC Turbo 500	209 D	'15	6/3496	530/6100	481/5000	1000kg*	490	2.6	-	-	185	+ Huge performance, intuitive adjustability, track ability - Compromised for road use	★★★★★
Rolls-Royce Wraith	205 D	£240,768	12/6592	624/5600	590/1500	2360kg	260	4.6	-	-	155	+ Refinement, chassis, drivetrain - Shared componentry lets cabin down	★★★★★
Subaru BRZ	204 F	£22,495	4/1998	197/7000	151/6400	1230kg	163	7.6	-	-	140	+ Fine chassis, great steering - Weak engine, not the slide-happy car they promised	★★★★★
Toyota GT86	234 F	£26,410	4/1998	197/7000	151/6400	1240kg	161	7.6	6.9	16.5	140	+ More fun than its Subaru BRZ cousin - Same lack of torque, poor interior quality	★★★★★
Toyota MR2 (Mk1)	173 F	'84-'89	4/1587	122/6600	105/5000	977kg	127	8.2	-	-	124	+ Mid-engined fun comes no more affordable - Finding a good one will take time	★★★★★
TVR Sagaris	097 F	'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 F	'05-'07	6/3996	400/7000	351/5250	1100kg	369	4.0	-	-	185	+ Possibly TVR's best ever car - Aerodynamic 'enhancements'	★★★★★
TVR Cerbera Speed Six	004 F	'98-'04	6/3996	350/6800	330/5000	1130kg	315	4.4	5.0	11.4	160+	+ Accomplished and desirable - Check chassis for corrosion	★★★★★
VW Scirocco GT 2.0 TSI / GTS	155 F	£26,050	4/1984	217/4500	258/1500	1369kg	158	6.5	-	-	153	+ Golf GTI price and performance - Interior lacks flair	★★★★★
VW Scirocco R	200 D	£30,690	4/1984	276/6000	258/2500	1426kg	187	5.7	-	-	155	+ Great engine, grown-up dynamics - Perhaps a little too grown-up for some	★★★★★

SUPERCARS



OUR CHOICE

Ferrari 488 GTB. Its turbocharged V8 is spectacular, with unbelievably good throttle response, and it's got the chassis to exploit it, too. The 488 is also a fully rounded, three-dimensional car: civilised, refined, smooth, intuitive and beautifully built. Clearly the work of a team at the top of their game.



BEST OF THE REST

The **Lamborghini Huracán Performante** (left) makes an appealing alternative to the 488, or maybe you'd prefer the mind-bogglingly fast **McLaren 720S**. The **Audi R8 V10** remains a corking entry-level supercar, while the latest **Porsche 911 GT3** is another Porsche Motorsport car that's sublime to drive – if you can get your hands on one...

Aston Martin Vanquish (Mk2)	203 F	£192,995	12/5935	568/6650	465/5500	1739kg	332	3.8	-	-	201	+ Much better than the DBS it succeeds, especially in 2015MY form - It's no Ferrari F12	★★★★★
Aston Martin Vanquish S (Mk2)	235 F	£199,950	12/5935	595/7000	465/5500	1739kg	348	3.5	3.9	8.3	201	+ Noise, poise, drama and charm - Not as rounded as the DB11	★★★★★
Aston Martin Vanquish S (Mk1)	110 F	'05-'07	12/5935	520/7000	425/5800	1875kg	282	4.8	4.9	10.1	200	+ Vanquish joins the supercar greats - A tad intimidating at the limit	★★★★★
Aston Martin One-77	179 F	'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	★★★★★
Audi R8 V10	234 F	£123,330	10/5204	533/7800	398/6500	1595kg	340	3.5	-	-	198	+ All the R8 you really need - Some may hanker after a manual gearbox	★★★★★
Audi R8 Spyder V10	239 F	£133,020	10/5204	533/7800	398/6500	1720kg	315	3.6	3.2	7.2	197	+ Open top even better for enjoying that V10 - Being mistaken for a posh; cramped seating	★★★★★
Audi R8 V10 Plus	229 F	£138,330	10/5204	602/8250	413/6500	1555kg	393	3.2	-	-	205	+ Timeless drivetrain, huge performance - Needs to be driven hard to really engage	★★★★★
Audi R8 V10	181 D	'10-'15	10/5204	518/8000	391/6500	1620kg	325	4.1	3.9	8.4	194	+ Real supercar feel - The V8 is cheaper, and still superb	★★★★★
Audi R8 V10 Plus	190 F	'13-'15	10/5204	542/8000	398/6500	1570kg	351	3.8	-	-	198	+ An R8 fit to take on the 458 and 12C - Firm ride may be too much for some	★★★★★
Audi R8 GT	169 F	'10-'12	10/5204	552/8000	398/6500	1520kg	369	3.6	-	-	199	+ Everything we love about the R8 - Not as hardcore as we wanted	★★★★★
Audi R8 LMX	208 F	'15	10/5204	562/8000	398/6500	1595kg	358	3.4	-	-	198	+ More of everything that makes the R8 great - S-tronic transmission not perfect	★★★★★
BMW M1	110 F	'78-'81	6/3500	277/6500	239/5000	1303kg	216	5.9	-	-	161	+ Early supercar icon - A bit under-endowed these days	★★★★★
Bugatti Chiron	235 F	c£2.5m	16/7993	1479/6700	1180/2000	1995kg	753	2.5	-	-	261	+ Backs up the numbers with feel and emotion - Limited top speed(!)	★★★★★
Bugatti Veyron 16.4	134 F	'05-'11	16/7993	987/6000	922/2200	1888kg	531	2.5	2.8	5.8	253	+ Superbly engineered four-wheel-drive quad-turbo rocket - Er, lacks luggage space?	★★★★★
Bugatti Veyron Grand Sport	133 F	'09-'15	16/7993	987/6000	922/2200	1990kg	504	2.7	-	-	253	+ Warp speed and ferocious noise sans-roof - Ridiculous brolly/roof thing	★★★★★
Bugatti Veyron 16.4 Super Sport	151 F	'10-'11	16/7993	1183/6400	1106/3000	1838kg	654	2.5	-	-	258	+ Was once the world's fastest supercar - Limited to 258mph for us mere mortals	★★★★★
Bugatti Veyron Grand Sport Vitesse	185 F	'11-'15	16/7993	1183/6400	1106/3000	1990kg	604	2.6	-	-	255	+ Was the world's fastest convertible - Limited to 258mph for us mere mortals	★★★★★
Bugatti EB110	078 F	'91-'95	12/3500	552/8000	451/3750	1618kg	347	3.6	-	-	213	+ Superbly engineered four-wheel-drive quad-turbo rocket - It just fizzled out	★★★★★
Chevrolet Corvette ZR1	133 F	'09-'13	8/6162	638/6500	604/3800	1528kg	424	3.4	3.8	7.6	205	+ Huge pace and character - Take plenty of brave pills if there's rain	★★★★★
Ferrari 488 GTB	228 F	£183,984	8/3902	661/6500	561/3000	1475kg	455	3.0	-	-	205+	+ Staggeringly capable - Lacks a little of the 458's heart and excitement	★★★★★
Ferrari 488 Spider	216 F	£204,411	8/3902	661/6500	561/3000	1525kg	440	3.0	-	-	203+	+ All the usual 488 thrills, but with the wind in your hair - See left	★★★★★
Ferrari 458 Italia	221 F	'09-'15	8/4497	562/9000	398/6000	1485kg	384	3.4	3.2	6.8	202+	+ An astounding achievement - Paddleshift only	★★★★★
Ferrari 458 Speciale	203 F	'14-'15	8/4497	597/9000	398/6000	1395kg	435	3.0	-	-	202+	+evo Car of the Year 2014 - If you don't own a regular 458, nothing	★★★★★

NEVER MISS AN ISSUE AGAIN

**SUBSCRIBE TODAY AND RECEIVE THE
NEXT ISSUE BEFORE IT HITS THE SHOPS!**

Experience the thrill of driving every month with **evo**, the greatest source of performance car content anywhere in the world. Subscribe today and receive the next 5 issues packed full of the hottest cars, latest products, rigorous roads tests and much, much more.

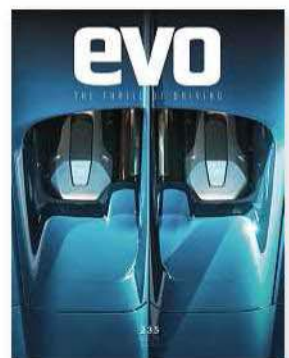
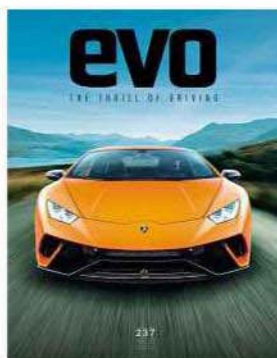
Plus, receive this exclusive **evo** mug **FREE!**



SUBSCRIBING IS EASY

Simply visit dennismags.co.uk/evo or call 0330 333 9491

Quoting offer code **P1713B**



MAKE & MODEL	ISSUE NO.	PRICE	ENGINE Cyl/CC	BHP/RPM	LB FT/RPM	WEIGHT	BHP/TON	0-62MPH (s/0-100)	0-60MPH (s/0-100)	0-100MPH (s/0-100)	MAX MPH	EVO RATING	
Ferrari F430	163 F	'04-'10	8/4308	483/8500	343/5250	1449kg	339	4.0	-	-	196+	+ Just brilliant - Didn't you read the plus point?	★★★★★
Ferrari 430 Scuderia	121 F	'07-'10	8/4308	503/8500	347/5250	1350kg	378	3.6	3.5	7.7	198	+ Successful F1 technology transplant - Likes to shout about it	★★★★★
Ferrari 360 Modena	163 F	'99-'04	8/3586	394/8500	275/4750	1390kg	288	4.5	-	-	183+	+ Worthly successor to 355 - Not quite as involving as it should be	★★★★★
Ferrari 360 Challenge Stradale	068 F	'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 Berlinetta	231 F	'94-'99	8/3496	374/8250	268/6000	1350kg*	281	4.7	-	-	183	+ Looks terrific, sounds even better - Are you kidding?	★★★★★
Ferrari 812 Superfast	238 F	£253,004	12/6496	789/8500	529/7000	1630kg	492	2.9	-	-	211	+ Over-delivers on your expectations - Not a classic beauty	★★★★★
Ferrari F12 Berlinetta	190 F	'12-'17	12/6262	730/8250	509/6000	1630kg	455	3.1	-	-	211+	+ 730bhp isn't too much power for the road - Super-quick steering is an acquired taste	★★★★★
Ferrari F12tdf	230 F	£340,051	12/6262	769/8500	520/6250	1520kg	514	2.9	-	-	211+	+ Alarmingly fast - Doesn't flow like a 458 Speciale	★★★★★
Ferrari 599 GTB Fiorano	101 F	'06-'12	12/5999	611/7600	448/5600	1690kg	368	3.7	3.5	7.4	205	+ evo Car of the Year 2006 - Banks are getting harder to rob	★★★★★
Ferrari 599 GTO	161 F	'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 F	'02-'06	12/5748	508/7250	434/5250	1688kg	298	3.7	4.2	9.6	205+	+ Fiorano pack makes 575 truly great - It should have been standard	★★★★★
Ferrari 550 Maranello	169 F	'96-'02	12/5474	478/7000	420/5000	1690kg	287	4.4	-	-	199	+ Everything - Nothing	★★★★★
Ferrari GTCA Lusso	225 D	£230,430	12/6262	680/8000	514/5750	1920kg	360	3.4	-	-	208	+ Rear-wheel steering increases agility - Not as engaging as other Ferraris	★★★★★
Ferrari FF	194 F	'11-'15	12/6262	651/8000	504/6000	1880kg	347	3.7	-	-	208	+ Four seats and 4WD, but a proper Ferrari - Looks divide opinion	★★★★★
Ferrari 612 Scaglietti	090 F	'04-'11	12/5748	533/7250	434/5250	1875kg	289	4.0	4.3	9.8	199	+ Awesomely capable grand tourer - See above	★★★★★
Ferrari LaFerrari	203 F	'13-'15	12/6262	950/9000	664/6750	1574kg	613	3.0	-	-	217+	+ Perhaps the greatest Ferrari ever - Brakes lack a touch of precision on track	★★★★★
Ferrari Enzo	203 F	'02-'04	12/5999	651/7800	485/5500	1365kg	485	3.7	3.5	6.7	217+	+ Intoxicating, exploitable - Cabin detailing falls short of a Zonda or F1's	★★★★★
Ferrari F50	186 F	'95-'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	222 F	'87-'92	8/2936	471/7000	426/4000	1100kg*	437	4.1	-	-	201	+ Brutally fast - It's in the dictionary under 'turbo lag'	★★★★★
Ford GT	241 F	\$450,000	6/3497	647/6250	550/5900	1385kg*	475	2.8	-	-	216	+ Everything it does on track - Too many of the things it does on the road	★★★★★
Ford GT	200 F	'04-'06	8/5409	550/7250	500/3750	1583kg	353	3.9	-	-	205	+ Our 2005 Car of the Year - Don't scalp yourself getting in	★★★★★
Hennessey Venom GT	180 F	'11-'17	8/7000	1244/6500	1155/4000	1244kg	1016	2.5	-	-	270	+ 0-200mph in 14.5sec, and it handles too - Looks like an Exige	★★★★★
Honda NSX	233 F	£144,765	6/3493	573	476/2000	1776kg	328	2.9	3.0	6.9	191	+ Blisteringly quick and brilliantly engineered - Limited range on a full tank	★★★★★
Honda NSX (NA2)	188 F	'97-'05	6/3179	276/7300	224/5300	1410kg	196	5.7	-	-	168	+ The usable supercar - 276bhp sounds a bit weedy today	★★★★★
Honda NSX-R (NA2)	100 F	'02-'03	6/3179	276/7300	224/5300	1270kg	221	4.4	-	-	168	+ evo Car of the Year 2002 - Hard to find in the UK	★★★★★
Jaguar XJ220	157 F	'92-'94	6/3498	542/7200	475/4500	1470kg	375	3.7	-	-	213	+ Britain's greatest supercar... ..until McLaren built the F1	★★★★★
Koenigsegg One:1	202 F	c£2.0m	8/5065	1341/7500	1011/6000	1360kg	1002	2.9	-	-	273	+ One of the most powerful cars we've tested - It's sold out. We couldn't afford one anyway	★★★★★
Koenigsegg Agera R	180 F	'11-'14	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 CCRX Edition	118 F	'08-'10	8/4800	1004/7000	796/5600	1280kg*	797	2.9	-	-	250+	+ One of the world's fastest cars - Spiky power delivery	★★★★★
Lamborghini Huracán RWD	229 F	£155,400	10/5204	572/8000	391/6500	1389kg*	385	3.4	-	-	199	+ More seductive than the 470C Huracán - Feels like there's more to come	★★★★★
Lamborghini Huracán	209 D	£186,760	10/5204	602/8250	413/6500	1422kg*	430	3.2	-	-	201+	+ Defines the numbers; incredible point-to-point pace - Takes work to find its sweet-spot	★★★★★
Lamborghini Huracán Performante	237 F	£215,000	10/5204	631/8000	442/6500	1382kg*	464	2.9	-	-	201+	+ The realisation of the Huracán's ever elusive potential - Kitchen-worktop carbonfibre	★★★★★
Lamborghini Gallardo LP560-4	180 D	'08-'13	10/5204	552/8000	398/6500	1410kg*	398	3.7	-	-	202	+ Still a missile from A to B - Feels a little dated next to some rivals	★★★★★
Lamborghini Gallardo LP550-2 Balboni	138 F	'09-'10	10/5204	542/8000	398/6500	1380kg*	399	3.9	-	-	199	+ Mad, rear-wheel-drive Lambo - Limited numbers	★★★★★
Lamborghini LP570-4 Superleggera	152 F	'10-'13	10/5204	562/8000	398/6500	1340kg*	426	3.4	3.5	-	202	+ Less weight and more power than original Superleggera - LP560-4 runs it very close	★★★★★
Lamborghini Gallardo	094 F	'03-'08	10/4961	513/8000	376/4250	1430kg*	364	4.0	4.3	9.4	196	+ On a full-bore start it spins all four wheels. Cool - Slightly clunky e-gear	★★★★★
Lamborghini Gallardo Superleggera	104 F	'07-'08	10/4961	522/8000	376/4250	1420kg*	373	3.8	-	-	196	+ Lighter, more agile - Grabby carbon brakes, clunky e-gear	★★★★★
Lamborghini Aventador	194 F	£260,040	12/6498	690/8250	509/5500	1575kg*	445	2.9	-	-	217	+ Most important new Lambo since the Countach - Can feel a little clumsy	★★★★★
Lamborghini Aventador S	240 F	£271,146	12/6498	730/8400	509/5500	1575kg*	471	2.9	-	-	217	+ A more agile, more connected Aventador - Synthetic steering	★★★★★
Lamborghini Aventador SV	216 F	£321,723	12/6498	740/8400	509/5500	1525kg*	493	2.8	-	-	217+	+ More exciting than the standard Aventador - ISR gearbox inconsistent	★★★★★
Lamborghini Murciélago LP640	093 F	'06-'11	12/6496	631/8000	487/6000	1665kg*	385	3.8	-	-	211	+ Compelling old-school supercar - You'd better be on your toes	★★★★★
Lamborghini Murciélago LP670-4 SV	200 F	'09-'11	12/6496	661/8000	487/6500	1565kg*	429	3.3	3.2	7.3	212	+ A supercar in its truest, wildest sense - Be prepared for stares	★★★★★
Lamborghini Murciélago	089 D	'01-'06	12/6192	572/7500	479/5400	1650kg*	351	4.0	-	-	206	+ Gorgeous, capable and incredibly friendly - V12 feels stressed	★★★★★
Lamborghini Diablo VT 6.0	019 F	'00-'02	12/5992	543/7100	457/5500	1625kg*	343	3.9	-	-	208	+ Best-built, best-looking Diablo of all - People's perceptions	★★★★★
Lexus LFA/LFA Nürburgring	200 F	'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 F	'04-'05	12/5998	621/7500	481/5500	1445kg*	437	3.8	-	-	205	+ Rarer than an Enzo - The Ferrari's badge	★★★★★
McLaren 540C	234 F	£126,000	8/3799	533/7500	398/3500	1311kg*	413	3.5	-	-	199	+ An excellent junior supercar - The 570S is still better to drive	★★★★★
McLaren 570S	229 F	£145,305	8/3799	562/7500	443/5000	1440kg	397	3.2	-	-	204	+ A truly fun and engaging sports car - McLaren doesn't call it a supercar!	★★★★★
McLaren 570S Track Pack	235 D	£159,750	8/3799	562/7500	443/5000	1415kg	404	3.2	-	-	204	+ Feels like a 675LT that's been dialled down a couple of notches - Engine response lacks edge	★★★★★
McLaren 570S Spider	239 F	£164,750	8/3799	562/7500	443/5000	1498kg	381	3.2	-	-	204	+ Evens more fun and engagement than hard-top 570S - Industrial engine note	★★★★★
McLaren 570GT	228 F	£154,000	8/3799	562/7500	443/5000	1495kg	382	3.4	-	-	204	+ Blurs the line between grand tourer and supercar brilliantly - 570S is more involving	★★★★★
McLaren 720S	236 F	£208,600	8/3994	710/7250	568/5500	1283kg*	562	2.9	-	-	212	+ Astonishingly, effortlessly fast - Oddly unexciting	★★★★★
McLaren 650S	196 F	'14-'17	8/3799	641/7250	500/6000	1428kg	456	3.0	-	-	207	+ Better brakes, balance and looks than 12C; more power too - Which all comes at a price	★★★★★
McLaren 675LT	228 F	'15-'17	8/3799	666/7100	516/5500	1328kg	510	2.9	-	-	205	+ Runner-up at eCoty 2015; asks questions of the P1 - Aventador price tag	★★★★★
McLaren 675LT Spider	222 D	'16-'17	8/3799	666/7100	516/5500	1368kg	495	2.9	-	-	203	+ Spectacularly fast; involving, too - Might mess up your hair	★★★★★
McLaren 12C	228 F	'11-'14	8/3799	616/7500	442/3000	1434kg	435	3.3	-	-	207	+ Staggering performance, refinement - Engine noise can be grating	★★★★★
McLaren P1	228 F	'13-'15	8/3799	903/7500	664/4000	1490kg	616	2.8	-	-	217	+ Freakish breadth of ability - At its mind-bending best on track	★★★★★
McLaren F1	228 F	'94-'98	12/6064	627/7500	479/4000	1188kg	560	3.2	-	-	240	+ Still the most single-minded supercar ever - There'll never be another	★★★★★
Mercedes-AMG GT R	236 F	£143,260	8/3982	577/6250	516/1900	1555kg	377	3.6	3.3	7.1	198	+ Fun and blisteringly fast; a true rival for the 911 GT3 - A touch showy, perhaps	★★★★★
Mercedes-Benz SLS AMG	159 F	'10-'15	8/6208	563/6800	479/4750	1620kg	335	3.9	4.1	8.4	197	+ Great engine and chassis (gullwing doors too!) - Slightly tardy gearbox	★★★★★
Mercedes-Benz SLS AMG Black Series	204 F	'13-'15	8/6208	622/7400	468/5500	1550kg	408	3.6	-	-	196	+ Stunning engine, superb body control - Be careful on less-than-smooth roads...	★★★★★
Mercedes-Benz SLR McLaren	228 F	'03-'07	8/5439	617/6500	575/3250	1693kg	370	3.8	-	-	208	+ Zonda-pace, 575-style drivability - Dreadful brake feel	★★★★★
Noble M600	186 F	c£200,000	8/4439	650/6800	604/3800	1198kg*	551	3.5	3.8	7.7	225	+ Spiritual successor to the Ferrari F40 - It's a bit pricey	★★★★★
Pagani Huayra	185 F	c£1m	12/5980	720/5800	731/2250	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 F	£1.5m	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 S7.3	096 F	'02-'05	12/7291	555/5900	553/4050	1280kg*	441	3.7	-	-	220	+ evo Car of the Year 2001 (in earlier 7.0 form) - Values have gone up a fair bit since then	★★★★★
Pagani Zonda F	186 F	'05-'06	12/7291	602/6150	575/4000	1230kg*	497	3.6	-	-	214+	+ Everything an Italian supercar ought to be - Looks a bit blingy next to a Carrera GT	★★★★★
Pagani Zonda Cinque Roadster	147 D	'09-'10	12/7291	669/6200	575/4000	1210kg*	562	3.4	-	-	217+	+ The best Zonda ever - Doesn't come up in the classifieds often	★★★★★
Porsche 911 GT3 (991.2)	236 F	£111,802	6/3996	493/8250	339/6000	1413kg	355	3.9	-	-	198	+ Almost impossible to criticise - Not the easiest car to place an order for	★★★★★
Porsche 911 GT3 (991.1)	206 F	'16-'16	6/3799	468/8250	324/6250	1430kg	333	3.5	-	-	196	+ evo Car of the Year 2013 - PDK only	★★★★★
Porsche 911 GT3 RS (991.1)	223 F	'15-'16	6/3996	493/8250	339/6250	1420kg	353	3.3	3.0	7.1	193	+ Sensationally good to drive - The Cayman GT4 is even better	★★★★★
Porsche 911 R (991.1)	229 F	'16	6/3996	493/8250	339/6250	1370kg	366	3.8	-	-	200	+ evo Car of the Year 2016 - Limited availability	★★★★★
Porsche 911 GT3 (992.2)	182 F	'09-'11	6/3797	429/7600	317/6250	1395kg	312	4.1	4.2	9.2	194	+ Even better than the car it replaced - Give us a minute...	★★★★★
Porsche 911 GT3 RS (3.8, 997.2)	200 F	'10-'11	6/3797	444/7900	317/6750	1370kg	329	4.0	-	-	193	+ We named it our favourite car from the first 200 issues of evo - For people like us, nothing	★★★★★
Porsche 911 GT3 RS 4.0 (997.2)	187 F	'11-'12	6/3996	493/8250	339/5750	1360kg	368	3.8	-	-	193	+ evo Car of the Year 2011 - Unforgiving on-road ride; crazy used prices	★★★★★
Porsche 911 GT2 RS (997.2)	204 F	'10-'13	6/3600	611/6500	516/2250	1370kg	453	3.5	-	-	205	+ More powerful than a Carrera GT. Handles, too - Erm...	★★★★★
Porsche 911 GT3 (997.1)	182 F	'07-'09	6/3600	409/7600	298/5500	1395kg	298	4.3	4.3	9.4	192	+ Runner-up at evo Car of the Year 2006 - Ferrari 599 GTBs	★★★★★
Porsche 911 GT3 RS (997.1)	105 F	'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 already brilliant GT3	★★★★★
Porsche 911 GT3 (996.2)	221 F	'03-'05	6/3600	375/7400	284/5000	1380kg	272	4.5	4.3	9.2	190	+ evo Car of the Year 2003 - Chassis a bit too track-focused for some roads	★★★★★
Porsche 911 GT3 RS (996.2)	068 F	'04-'05	6/3600	375/7400	284/5000	1360kg	280	4.4	-	-	190	+ An even more focused version of the superb GT3 - Limited supply	★★★★★
Porsche 911 GT2 (996.2)	072 F	'04-'06	6/3600	475/5700	472/3500	1420kg	338	4.0	-	-	198	+ Revisions made it even more of a star than the 456bhp 996.1 GT2 - Care still required	★★★★★
Porsche 911 GT3 (996.1)	182 F	'99-'01	6/3600	360/7200	273/5000	1350kg	271						

🔴 = new this month. Red denotes the car is the fastest in its class on that track



ANGLESEY COASTAL CIRCUIT

LENGTH 1.55 miles

Car	Lap time	issue no.	YouTube
BAC Mono 2.5 (fastest sports car)	1:07.7	229	Yes
Radical RXC Turbo 500 (fastest coupe)	1:10.5	-	Yes
McLaren P1 (on Pirelli P Zero Trofeo R tyres) (fastest supercar)	1:11.2	200	Yes
Porsche 918 Spyder	1:12.4	200	Yes
McLaren P1	1:12.6	200	Yes
Ferrari 488 GTB	1:12.8	228	Yes
McLaren 675LT	1:12.8	228	Yes
Porsche 911 GT3 (991.2)	1:13.4	236	Yes
Porsche 911 GT3 RS (991.1)	1:13.6	-	Yes
Porsche 911 Turbo S (991.1)	1:13.6	-	Yes
Ferrari 458 Speciale	1:14.2	198	Yes
McLaren 570S	1:14.5	-	Yes
Porsche 911 Turbo (991.1)	1:15.2	210	Yes
Aston Martin Vantage GT12	1:16.0	214	Yes
Nissan GT-R (2014MY)	1:16.9	210	Yes
Mercedes-AMG GT S	1:17.0	210	Yes
Porsche 911 Carrera (991.1)	1:17.8	199	Yes
Porsche Cayman (981)	1:18.9	209	-
Aston Martin N430	1:19.1	210	-
Lotus Exige S (V6)	1:19.1	209	-
SEAT Leon Cupra 280 Sub8 (fastest hot hatch)	1:19.1	212	Yes
BMW M4	1:19.2	199	Yes
BMW i8	1:19.4	210	-
Honda Civic Type R (FK2)	1:19.5	212	-
Renaultsport Mégane Trophy 275	1:19.6	212	-
BMW M5 Competition Pack (F10M) (fastest saloon)	1:19.7	-	Yes
Audi TTS (Mk3)	1:19.9	209	-
Audi R8 V8 (Mk1)	1:20.1	201	-
BMW M135i	1:20.4	212	-
Nissan 370Z Nismo	1:20.5	209	-



BEDFORD AUTODROME WEST CIRCUIT

LENGTH 1.8 miles (reconfigured May 2015; earlier times not comparable)

BMW M4 Competition Package (F82, 2017MY) (fastest coupe)	1:23.4	240	-
Alfa Romeo Giulia Quadrifoglio (fastest saloon)	1:23.6	237	-
VW Golf GTI Clubsport S (fastest hot hatch)	1:24.1	227	-
SEAT Leon Cupra 290 (on optional Michelin Pilot Sport Cup 2 tyres)	1:24.2	227	-
Ford Focus RS (Mk3, on optional Michelin Pilot Sport Cup 2 tyres)	1:24.6	227	-
Honda Civic Type R (FK2, on Michelin Pilot Sport Cup 2 tyres)	1:24.6	227	-
BMW M3 Competition Package (F80, 2016MY)	1:24.7	237	-
Audi RS5 (F5)	1:25.0	240	-
Renaultsport Mégane 275 Trophy-R	1:25.1	227	-
Mercedes-AMG C63 S Coupe (W205)	1:25.6	240	-
Honda Civic Type R (FK8)	1:26.2	241	-
Ford Focus RS (Mk3, on standard tyres)	1:26.9	241	-
SEAT Leon Cupra 300	1:27.8	241	-
Ford Fiesta ST Mountune	1:29.5	213	-
Mazda MX-5 2.0i Sport (Mk4) (fastest sports car)	1:29.8	-	Yes
Toyota GT86 (fastest coupe)	1:29.9	-	Yes



BLYTON PARK OUTER CIRCUIT

LENGTH 1.6 miles

Ariel Atom 3.5R (fastest sports car)	0:58.9	205	-
Radical RXC Turbo (fastest coupe)	1:00.4	205	Yes
BAC Mono	1:01.4	189	-
Porsche 911 GT2 RS (997.2) (fastest supercar)	1:01.8	204	Yes
Porsche 911 GT3 (991.1)	1:01.9	205	Yes
Caterham Seven 620R	1:02.1	189	-
Nissan GT-R Nismo	1:02.1	205	Yes
Mercedes SLS AMG Black Series	1:02.5	204	Yes
Pagani Huayra	1:02.5	177	-
McLaren 12C	1:02.7	187	-
Radical RXC	1:02.9	189	-
Ariel Atom 3.5 310	1:03.4	189	-
Audi R8 V10 Plus (Mk1)	1:03.4	-	Yes
Porsche Cayman GT4	1:03.6	221	Yes
Lotus Exige S (V6)	1:04.4	177	-
Porsche 911 Carrera (991.1)	1:05.1	177	-
Chevrolet Camaro Z/28	1:05.1	220	Yes
Porsche 911 GT3 (997)	1:05.2	-	Yes
Porsche Boxster S (981)	1:05.5	177	-
Porsche Cayman GTS (981)	1:05.5	-	Yes
Porsche Cayman S (981)	1:05.5	189	-
Caterham Seven 420R	1:05.7	220	Yes
Vuhi 05	1:06.5	220	Yes
Zenos E10 S	1:06.6	214	-
Mercedes-Benz C63 AMG Black Series	1:06.9	177	-
Renaultsport Mégane 275 Trophy-R (fastest hot hatch)	1:07.3	205	Yes
SEAT Leon Cupra 280 Sub8	1:07.6	220	-
BMW M235i	1:08.7	-	Yes
Mini John Cooper Works GP (R56)	1:08.7	181	-
Renaultsport Mégane R26.R	1:08.9	181	-
VW Golf GTI Performance Pack (Mk7)	1:10.3	192	-
Toyota GT86	1:12.8	177	-

TAILORED FINANCE FOR STUNNING CARS



JBR

CAPITAL

Call us now for a competitive
quote on 020 3355 0046 or
visit our website: jbrcapital.com

Finance and terms subject to status.
Advances between £25,000 and £3m.



Official
Finance
Partner

www.watches.co.uk

The Swiss Watch Specialists

We specialise in the acquisition and sale of high quality Swiss watches both modern and vintage, un-worn and pre-owned.

FREE INSURED POSTAL PACK

**Free On-line Watch Valuation
INSTANT CASH PAID**

**SWISS WATCH
COMPANY**
Est. 1996

by appointment only:

+44 (0)20 8994 4567



474a Chiswick High Road, Chiswick, London, W4 5TT

Rolex • Panerai • Tag Heuer • Audemars Piguet • Omega • Breitling • Patek Philippe • IWC • Jaeger Le Coultre

ScratchShield™ bucket filter system

- Prevents scratches & swirls
- Keeps your water cleaner
- Adjusts to fit most buckets
- Protects your sponge/mitt from dirt, grit & debris
- Lifetime Guarantee

**ONLY available
from GOOD car
accessory retailers**

Tel 0845 5820285
sales@scratchshield.co.uk

**FREE guide to scratch
free washing
from our website:
www.scratchshield.co.uk**



WWW.MOTOTECHNIQUE.COM

The one stop Exotic Sports Car Specialist,
Check out our amazing website.



For full restoration services including Engine / Transmission / Suspension re-builds, Chassis repairs, Crash repairs, Fabrication of obsolete Body panels in Alloy Steel, Carbon Kevlar, Interior Trim work, Concours winning Paintwork, Bespoke exhaust systems and the fitment of Hybrid Turbos and Motec ECUs* and much, much more

0044 0 208 941 3510 141, Molesey Avenue, West Molesey, Surrey KT82RY



AUDI QUATTRO 20V

Back in the 1980s, the Audi Quattro set the template for high-performance four-wheel-drive road cars – and it can still teach the latest generation a thing or two today. Find out exactly what on page 88. Photograph by Stephen Hall.

HIGH PERFORMANCE FINANCE PACKAGES

Supercar Finance is a market leader in bespoke financing of high value and prestige vehicles.

With our range of affordable, competitive finance packages, we can help maximise your spending potential while minimising your repayments on your next purchase.





seat.co.uk/leon-cupra-r

Be the voice, not the echo.

The New Leon CUPRA R.

Know what drives you, and you'll never need to follow. The limited numbered edition CUPRA R. Power and distinction. Technology and beauty. Performance and exclusivity. For the few that will chase it.



Official fuel consumption for the New SEAT Leon Cupra R 2.0 TSI 310PS in mpg (litres per 100km): urban 28.5 (9.9), extra-urban 48.7 (5.8); combined 38.7 (7.3). CO₂ emissions 170g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.