

THE THRILL OF DRIVING

evo

HARDCORE!
32 PAGE SPECIAL



NEW BMW M2

Inside story on thrilling £47k,
404bhp Competition coupe.



June 2018 evo.co.uk £4.99

£50k Ferraris
Italian icons for
new Audi money



Up GTI v Twingo GT
We name the best £14k supermini



CATERHAM

ON ROAD. ON TRACK. **ON AVONS.**



ESTABLISHED 1885

AVON
TYRES

FROM DUST TO ROADS



EXPERIENCE THE AWARD-WINNING SUV RANGE AT THE
PEUGEOT SUV EVENT BETWEEN THE 4TH-30TH APRIL.

ORDER A NEW PEUGEOT SUV IN APRIL
AND GET 2 FREE SERVICES*

MOTION & EMOTION

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 (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). For the all-new 5008 SUV Range are: Urban official EU test conditions, intended as a guide for comparative purposes only and may not reflect actual on-the-road driving conditions.

Models shown are on 2008 SUV Allure 1.2L PureTech 110 S & S, 3008 SUV Allure 1.2L PureTech 130 S & S with optional LED headlights, optional Grip Control® optional Black Diamond Roof and optional Roof Bars. All-new 5008 SUV Allure 1.2L 2018. New Retail Sales only, this offer is available in conjunction with PEUGEOT promoted Retail Consumer Offers, excludes all Employee Sales & Personal Contract Hire. Offer expires after two manufacturer scheduled services have been intervals stipulated by the Manufacturer, together with all associated labour costs. Wear parts are excluded. Vehicles must be serviced in accordance with PEUGEOT Motor Company guidelines and should be carried out at by an Authorised



PEUGEOT

(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). For the 3008 SUV Range are : Urban 37.2 – 67.3 36.2 – 65.7 (7.8- 4.3), Extra Urban 53.3 – 76.3 (5.3 – 3.7), Combined 46.3- 70.6 (6.1- 4.0) and CO₂ 140 – 106 (g/km). MPG figures are achieved under

PureTech 130 S & S with optional Black Diamond Roof and optional Grip Control! *At participating Dealers only. Two free Manufacturer Scheduled Services available on 2008 SUV, 3008 SUV and 5008 SUV ordered between 1st April and 30th April completed or at 24 months, whichever is soonest. Start date for Servicing schedule is original date of vehicle registration. Servicing element includes: scheduled servicing (including pollen filters) and brake & engine oil if replaced at the Repairer in the United Kingdom. For full terms and conditions visit peugeot.co.uk/suv. Information correct at time of going to print.

M U S T A N G

Ford

TOGETHER WE GO FURTHER

416 WILD HORSES.
A BREED APART.



Official fuel consumption figures in mpg (l/100km) for the Ford Mustang range: urban 14.1-28.0 (20.1-10.1), extra urban 28.8-41.5 (9.8-6.8), combined 20.8-35.3 (13.6-8.0). Official CO₂ emissions 306-179g/km. The mpg figures quoted are sourced from official EU-regulated test results (EU Directive and Regulation 692/2008), are provided for comparability purposes and may not reflect your actual driving experience.

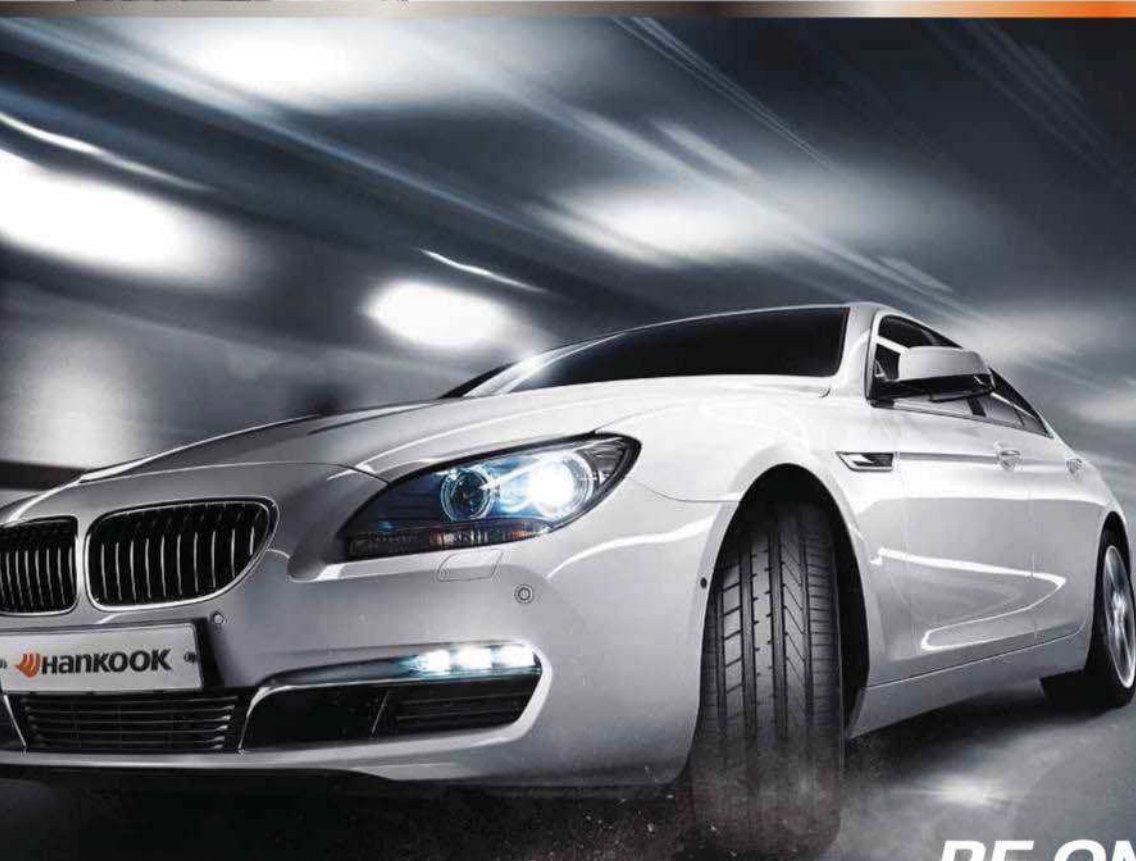




ventus S1 evo²

The best balance between wet and dry performance

A premium ultra-high performance tyre, the Ventus S1 evo² uses race technology to deliver sports performance without compromising comfort.



BE ONE WITH IT

Be one with your tyres, and the road will be one with you.

**Global
Partner**



Hankook Tyre UK Ltd

Fawsley Drive, Heartlands Business Park
Daventry, Northamptonshire NN11 8UG

Tel: +44 1327 304 100 Fax: +44 1327 304 110

CONTENTS

FEATURES

064

MERCEDES-AMG GT R & TOYOTA YARIS GRMN

There are performance cars, then there are hardcore performance cars. The models that accept no compromise, take no prisoners and suffer fools lightly; cars that focus on the extreme and ignore the mainstream. But what makes a performance car hardcore? We head north in Toyota's Yaris GRMN hot hatch and AMG's GT R supercar to find the answer

090

LOTUS 3-ELEVEN 430

It's the fastest car Lotus has ever built. It's also one of the most extreme. Could it also be one of its best?

096

SUBARU BRZ

Bored of the snow? Don't pack your thermals away just yet, because Will Beaumont has discovered a new motoring nirvana. In Finland

104

UP GTI v TWINGO GT

VW's new Up GTI has impressed us so far, but can it also show Renault's Twingo GT the error of its ways?

112

THE AMERICAN WAY

Europe is often sniffy about how motorsport is run in the USA, but after a trip to Daytona we think Europe has a lot to learn from its American cousins

076

THESE ARE HARDCORE

Mugen Civic Type R, GT3 RS, GTI Clubsport S, Speciale, Skyline GT-R, AMG Black Series, 675LT, Type RA, Nomad... We gather a selection of some of the most intense – and some of our favourite – hardcore performance models from the last two decades to celebrate the most extreme cars of a generation



MONACO

12 MAY 2018, THE GRIMALDI FORUM, MONTE CARLO



2015 Bugatti Veyron 16.4 Grand Sport Vitesse
Chassis no. VF9SV25265M795079



1999 Lamborghini Diablo GT
Chassis no. ZA9DE21A0XL12333



2017 Ferrari California T 70th Anniversary
Chassis no. ZFF77XJB000226536



2011 BMW M3 GTS
Chassis no. WBSKG91090E568170

REGISTER TO BID AT AUCTION



Sotheby's

www.rmsothebys.com

Car collectors gather here.

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



017

BRIEFING

The inside story on BMW's new M2 Competition, plus Audi's new RS5 Sportback in detail, and Matt Becker and Chris Goodwin discuss all things Aston Martin

039

LETTERS

Porter's upset the F1 fraternity, has Kia really built a Jag rival, and Ferrari needs to lighten up

042

FIRST DRIVES

- 042 ASTON MARTIN VANTAGE
- 048 MINI COOPER S
- 050 RANGE ROVER SPORT SVR
- 052 FORD MUSTANG 5.0 V8 GT

054

COLUMNS

Meaden questions driver modes, Porter the wisdom of driving a written-off 458 Spider and Kravitz F1's marketing strategy

119

EVO MARKET

Is it really wise to spend £50k on a used Ferrari? Yes it is, and we show you how. We also drive a 585bhp Alfa Giulia Quadrifoglio

139

LONG-TERMERS

Hello i30 N and SEAT Ibiza FR, farewell Lexus RC F and Alfa Giulia Quadrifoglio. Our 208 and DS 3 also go head-to-head

154

THE KNOWLEDGE

If Facebook had access to data like this, who knows what harm it could do if it got into the hands of an analytics company

170

DREAM DRIVE

Henry Catchpole has an ingenious way of getting through a tiresome F1 race: sleep. And dream of being somewhere else

27 OCTOBER 2018

PORSCHE

70th ANNIVERSARY AUCTION

RM Sotheby's will celebrate Porsche's 70th anniversary with a dedicated auction at the amazing Porsche Experience Center in Atlanta, Georgia, mere steps from the Atlanta International Airport. Approximately 70 desirable consignment slots are available for this exclusive event, which will introduce registered attendees to the thrilling activities of the state-of-the-art Porsche North America headquarters. Please speak with an RM Sotheby's Car Specialist today about consigning your rare Porsche for this auction.



NOW INVITING EXCEPTIONAL CONSIGNMENTS



Sotheby's

www.rmsothebys.com

Car collectors gather here.

CORPORATE +1 519 352 4575 UK +44 (0) 20 7851 7070 CALIFORNIA +1 310 559 4575



EDITORIAL

020 3890 3890

eds@evo.co.uk

www.evo.co.uk

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

EDITOR

Stuart Gallagher

MANAGING EDITOR

Ian Eveleigh

DEPUTY EDITOR

Adam Towler

GROUP WEB EDITOR

Steve Walker

ART EDITOR

Rich Browne

ROAD TEST EDITOR

James Disdale

STAFF WRITERS

Antony Ingram
Will Beaumont

STAFF PHOTOGRAPHER

Aston Parrott

CONTENT EDITORS

Jordan Katsianis
Lee Stern

SUBEDITOR

Jonathan Baker

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, Peter Tomalin,
Rob Wilson

CONTRIBUTING PHOTOGRAPHERS

James Cheadle, Drew Gibson, Gus
Gregory, Matt Howell, Andy Morgan

IT WOULDN'T HAVE BEEN POSSIBLE WITHOUT

Bedford Autodrome, Peter Allen,
Rob Gould, Niles R Parmar,
Richard Wheeler, Dean Wilson



Ed speak

I TOOK A STEP BACK IN TIME THIS month with the help of a BMW E30 M3 Roberto Ravaglia edition. Now before you think I'm

going to hark on about when cars were simpler, more involving and charismatic machines... er, you'll be kind of right.

The cause for the M3's arrival was to attend the 76th Goodwood Members' Meeting in something suitably (though only just) period. It was brilliant. I've always had a soft spot for BMW's homologation special, every drive a 'pinch me' moment of driving simplicity matched to engineering perfection. This time was no different.

Rear-wheel drive, 215bhp, 170lb ft of torque, five gears, and an LSD. Oh, and 225/50 R16 tyres. I couldn't have wished for more, and quite frankly I didn't need any more at 6am on a Sunday with the mercury below zero. Panoramic vision and an ultra-precise throttle made for no slower progress than if I had taken the near-600bhp modern machine I'd left at home. And when the snow built up, the M3 cut through it without a second thought. It was the easiest run I've had to Goodwood and one of the most enjoyable, too.

So modern cars are rubbish in comparison, then? Not one bit. It's easy to get caught up in the spirit of yesterday's icons, but it only takes a drive in any of the new cars we've tested this month to appreciate that the thrill of driving is still there for the taking. You just need the right tool for the job. This is why BMW's new M2 Competition could be one of 2018's very best cars. I can't wait to drive it.

LATER THIS YEAR, *evo*, alongside its sister titles *Octane* and *Vantage*, will be presenting 'An evening with... Aston Martin'. Hosted in central London, a number of special guests from the British car maker will deliver keynote speeches on how it has grown to become one of the most exciting car companies in the world.

To register your interest, email aneveningwith@dennis.co.uk, and I look forward to welcoming you to what will be a fascinating evening with some truly great car people.

Stuart Gallagher, Editor @stuartg917



SUBSCRIBE!

0330 333 9491

subscriptions@evo.co.uk
ManageMyMags.co.uk

Back issues

0330 333 9491

FIND US ON...

EVO.CO.UK

For breaking news
and reviews

YOUTUBE

For exclusive
video content
youtube.com/evo

TWITTER

The Thrill in 280
characters or fewer
[@evomagazine](https://twitter.com/evomagazine)

FACEBOOK

Ask us about the
cars we drive
search 'evomagazine'

INSTAGRAM

Go behind the
scenes at **evo**
[@officialdevomagazine](https://www.instagram.com/officialdevomagazine)

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 Bektas

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

LOVE **evo**? WHY NOT TRY...



THIS MONTH

COUNTACH v GTO

It's the Group B battle that never happened: Lambo Countach Downdraft meets Ferrari 288 GTO

PLUS

- Supercharged Bugatti Type 57C driven
- Secrets of the missing Maserati Quattroporte prototype
- Lister Knobbly continuation car – on the road

All in the May 2018 issue of *Octane* magazine, on sale now



THIS QUARTER

FERRARI'S GREATEST GTs

The best Ferrari GTs of the last 50 years, from Daytona to 812

PLUS

- Mark Hales on the myth and the magic of the iconic 250 GTO
- Specialist-built one-off shooting brakes
- Driving the 'Pinin', Ferrari's stillborn luxury saloon



ADVERTISING

020 3890 3956

ISDN 020 7580 0297

Email ads.evo@dennis.co.uk

31-32 Alfred Place, London WC1E 7DP

MD OF ADVERTISING

Julian Lloyd-Evans

GROUP ADVERTISING DIRECTOR

Steve Machin

ACCOUNT DIRECTOR

Lucy Foy

SENIOR SALES EXECUTIVE

Emily Lowe

DIRECT MARKETING MANAGER

Hannah Manning-Swallow

SALES EXECUTIVE

Demi Davies

COMMERCIAL PUBLISHER

Sarah Perks

NEWSTRADE DIRECTOR

David Barker

ACCOUNT MANAGER

Alexander Rumble

SENIOR SALES EXECUTIVE

Jack Reader

PRODUCTION MANAGER

Mike Hills

SALES EXECUTIVE

Loukas Hambi

CREATIVE SOLUTIONS

DESIGNER

Rob Callaghan

SENIOR PROJECT MANAGER

Avril Donnelly

SENIOR PROJECT MANAGER

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



All in the Summer 2018 issue of *Enzo* magazine, on sale 19 April

© 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



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



BY APPOINTMENT TO
H.R.H. THE PRINCE OF WALES
SUPPLIER OF CAR CARE PRODUCTS
AUTOGLYM, LETCHWORTH, ENGLAND

DEFINE. EVERY. DETAIL.



autoglym uhd wax



THE SIMPLE WAY TO BUY NEW TYRES



2,000+
UK Fitting Centres



38,000+
Customer Reviews on Trustpilot



1.3 MILLION+
Motorists Buy Their Tyres Online With Us



2017
Auto Express Best Online Tyre Retailer



At checkout, use code

EVOFIVE
for 5% OFF*

2 or more eligible tyres

T&Cs Apply

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

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. *Offer applies to Avon, Kumho, Michelin and Yokohama tyres only and valid until 31/7/2018. 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.

BRING ON THE COMPETITION

With a specification to rival the M4 – not to mention Audi's RS3 – the new BMW M2 Competition could be the compact M-car we've been waiting for

Photography by Aston Parrott



TWO DOORS, COMPACT PROPORTIONS, blistered bodywork. Sound familiar? It should – it's been the visual recipe for some of BMW M's most enticing models since the E30 M3 (and the 2002 Turbo before that).

It's a recipe that, following a short hiatus, the BMW M2 revived in 2016, but one key ingredient was missing: a true M engine. There's no doubt the M2 was an appealing car (if not a faultless one), but for all its rowdy road and track behaviour and stocky stance, it never quite felt like the naughty exercise in back-room engineering that its 1M Coupe predecessor had.

No longer: BMW's new M2 Competition, which will replace the regular version in the M line-up, is arguably the car the M2 should have been from the start. There's a sense, poring over the car's details in the studio and jotting down all the changes, that this is the car the engineers wanted to build all along,

squeezing as much M4 into the 2-series' compact form as possible.

Consider this then the true spiritual successor to those 2002 Turbos, E30 M3s and 1Ms. Something to worry Audi's RS3 and the next Mercedes-AMG A45, too. How big a worry we'll find out later in the year. In the meantime, here's everything you need to know about 2018's most exciting M-car.

“There's a sense that this is the car the engineers wanted to build all along, squeezing as much M4 into the 2-series' compact form as possible”

1 ENGINE & TRANSMISSION

At last, the M2 has been granted a proper M engine. The regular M2's N55 unit – effectively a revised version of the single-turbo, 3-litre straight-six from the old M135i – makes way for the S55 from the M3 and M4. It has the same 2979cc capacity as the outgoing N55 but is equipped with a pair of turbochargers and the full cooling and oil supply systems of the bigger M-cars.

As a result, power climbs from 365bhp to 404bhp, with torque ramping up to 406lb ft from a previous high of 369lb ft. That's less than an M4 in power terms – although only by 21bhp – while the maximum torque figures are a match, although the M2 Competition's peak arrives 500rpm later, at 2350rpm.





2 DRIVETRAIN

You can thank American customers for the standard manual gearbox – the US is the car's biggest market (the UK and Germany complete the podium) and over there more than half of M2 customers opted for the stick-shift, against around 30 per cent for M2 buyers overall. A seven-speed twin-clutch remains optional, though, and cuts two-tenths from the manual's 4.4sec 0-62mph sprint (itself a tenth quicker than the outgoing M2). Power is sent through BMW's Active M differential, a variable limited-slip diff that takes account of factors such as throttle input, driving speed and lateral acceleration. ESP settings have been revised to suit the car's improved agility.



3 CHASSIS

M3 and M4 influences takes hold further under the M2's skin, beyond the front and rear axles already shared by all three cars.

Lift the bonnet and you'll see the first clue in the large (but only 1.5kg) carbonfibre strut brace spanning the engine bay. Another brace against the bulkhead further stiffens the chassis, while at the rear the M division has used ball joints in the suspension for greater stiffness and precision.

Surprisingly, spring and damper rates are unchanged – M chief Frank van Meel said he wanted to improve precision without sacrificing comfort. The dampers are passive items, because 'the car doesn't need adaptive dampers', according to van Meel, although cost is also a factor.

4 WHEELS, TYRES & BRAKES

Wheel and tyre sizes match the outgoing M2's, which means 19-inch wheels front and rear, wrapped in mildly staggered tyre sizes of 245/35 R19 and 265/35 R19. Michelin Pilot Super Sport rubber is standard, though customers will be able to select other tyres.

There's a new wheel design, too, but drivers looking to fly under the radar can opt for a five-spoke design like that of the regular M2. Standard brakes are 380mm with four-pot calipers up front and 370mm with two-piston calipers astern, but the optional track brakes are worth a look: six-piston calipers clamp massive 400mm front rotors, with 380mm discs and four-pot calipers at the rear. Carbon-ceramics will be unavailable due to the car's price point.

5 BODY

The Competition matches the outgoing standard M2, with bulging arches that add 55mm to the width of a standard 2-series at the front and a delectable 80mm at the rear. Weight is up to 1550kg from 1495kg, largely due to the extra engine cooling components. The new front bumper and redesigned kidney grille (in gloss black) are clues to the new cooling requirements, providing extra air for the radiator, oil cooler and brakes.

The eagle-eyed will also note that the Competition finally features traditional M mirror caps, here by popular demand. Unlike the M3 and M4, there's no carbonfibre roof – it'd push the cost too high. Two new colours will be offered – the Hockenheim Silver seen here, and a vibrant, 1M-style orange.

“Optional track brakes feature six-piston calipers clamping massive 400mm front rotors, with 380mm discs and four-pot calipers at the rear”



6 INTERIOR

Those hoping for a bit of visual drama inside will be disappointed, but the changes for the M2 Competition are welcome all the same. The steering wheel is standard M3/M4 fare – slimmer than the M240i's rim, but still chunky enough to fill the palms. Notable are the 'M1' and 'M2' buttons on the left spoke, as found in larger M-cars and used to store shortcuts to the driver's preferred settings. Those settings now match those of other M-cars, too, rather than being derived from standard BMWs – you can adjust steering and throttle response via the centre console, though there's no damper button, of course. M sports seats featuring illuminated M2 logos in the backrests are an option.



“On paper its performance is M4-matching, but it will surely feel even more dramatic with the 2-series’ smaller body shrink-wrapped around you”



EVO COMMENT

Let's make this clear: this is not the M2 'Comp Pack'. So much has changed that BMW wants to distinguish it from a mere upgrade package, so M2 Competition it is. And with only a minimal price increase, it's shaping up to be a hugely exciting performance car – one more than capable of keeping the M2 ahead of Audi's RS3 Saloon (see specs).

In fact, the M2 Competition's on-paper performance is M4-matching, but it will surely feel even more dramatic with the 2-series' smaller body shrink-wrapped around you. BMW M will also have taken what it has learned while developing the M3 and M4 Competition Package and CS models, and endowed the M2 with a chassis suited to containing its new outputs. And the fact that a manual gearbox option has been retained

should be celebrated, too, particularly as the DCT 'box didn't really suit the old M2.

It's a shame weight has increased – an unavoidable side-effect of the new engine, and the M2's price point means significant weight-reduction measures would be too

expensive – but the chassis changes should result in a sharper and more agile drive, regardless. Some customers will naturally gravitate towards the more potent M options, but for driving thrills this could be one to watch out for when it lands later this year.

	BMW M2 COMPETITION	AUDI RS3 SALOON
Engine	In-line 6-cyl, 2979cc, twin-turbo	In-line 5-cyl, 2480cc, turbo
Power	404bhp @ 5250rpm	394bhp @ 5850-7000rpm
Torque	406lb ft @ 2350-5250rpm	354lb ft @ 1700-5850rpm
Weight	1550kg	1515kg
Power-to-weight	265bhp/ton	264bhp/ton
0-62mph	4.4sec (claimed; 4.2 with DCT)	4.1sec (claimed)
Top speed	155mph (limited)	155mph (limited)
Basic price	£47,260	£45,250
On sale	July 2018	Now



YOUR EMISSIONS CONTROLLER



SAVE FUEL



**KEEP KEY FUEL SYSTEM
COMPONENTS CLEAN**



**REDUCE
EMISSIONS**



**CLEAN COMPONENTS
THAT AFFECT EMISSIONS**



STP® fuel additives are designed to reduce emissions, clean key engine parts for restored performance and improved fuel economy. Simply add one bottle to a full tank of fuel before your scheduled emissions test.

FEEL THE DIFFERENCE WITH A CLEAN ENGINE

www.stp.eu



Audi RS5 Sportback

Same 444bhp V6 but more space – though European customers will have to wait

1 BODY

The RS5 super-GT will soon be available in Sportback form for the first time, gaining two rear doors and a hatch as per its mainstream A5 Sportback relative. The RS5 Sportback shares the standard A5 version's 60mm increase in length over the equivalent coupe, bringing rear-seat passengers extra leg and headroom. The boot is bigger, too, though not as capacious as the RS4 Avant's.

The RS5 coupe's wider body styling has been carried across, with Audi's designers lengthening the rear box arches by 54mm to suit the Sportback's long side-profile. The extra length of the Sportback over the coupe adds 45kg to the lesser S5, and we expect this to be mirrored on the RS5, leading to a kerb weight of around 1700kg.

2 POWERTRAIN

Powering the RS5 Sportback will be the same 2.9-litre twin-turbo V6 found in both the RS5 coupe and RS4. The 90-degree 'hot-V' unit has its turbos mounted between the cylinder banks, concentrating the engine's centre of mass and improving throttle response. Peak power is still 444bhp at 5700-6700rpm, with 442lb ft of torque from 1900 to 5000rpm. This is fed through an eight-speed ZF auto 'box to a quattro all-wheel-drive system.

Although some may lament the V6 RS5's lack of aural drama compared with its V8 predecessor, the turbocharged unit has a unique character and is a far more flexible and effective engine. The reduction in cylinder count has also removed a substantial 31kg from over the front axle.

3 DESIGN

The RS5's aggressive, technical design has been carried across to the five-door Sportback with minimal changes. The front and rear facias are identical to those of the coupe, including the silver, black or carbon trim variations available.

The car shown at the recent New York motor show was painted Sonoma Green, the same head-turning hue that featured on our Fast Fleet RS5 coupe, but like all RS models a myriad of colour options will be available through Audi's Exclusive programme.

The Sportback also introduces a new set of alloy wheels, featuring five diamond-cut arms. Meanwhile, the Sportback's hatchback houses a new, taller lip spoiler bespoke to the five-door model.



4 CHASSIS

Under the skin, the RS5 Sportback is pretty much identical to its coupe brother. Built on Audi's MLB-evo platform, which underpins everything from the Bentley Bentayga to the Lamborghini Urus, is the usual combination of five-link front and rear axles, with Dynamic Ride Control dampers an option – but a crucial one in our opinion.

MLB-evo represents Audi's bid to banish its historical placement of the engine right over the front axle. The V6 is still a fair way further forward compared with a BMW or AMG engine, but, in combination with the unit's lighter weight, the move has resulted in the RS5 coupe being one of the best-handling front-engined Audis to date, even if it lacks the final precision of BMW's M4 Comp Pack.

SPECIFICATION

Engine	V6, 2894cc, twin-turbo
Power	444bhp @ 5700-6700rpm
Torque	442lb ft @ 1900-5000rpm
Weight	c1700kg
Power-to-weight	c265bhp/ton
0-62mph	3.9sec (claimed)
Top speed	155mph (limited)
Basic price	£63,615 (est)
On sale	Late 2018

EVO COMMENT

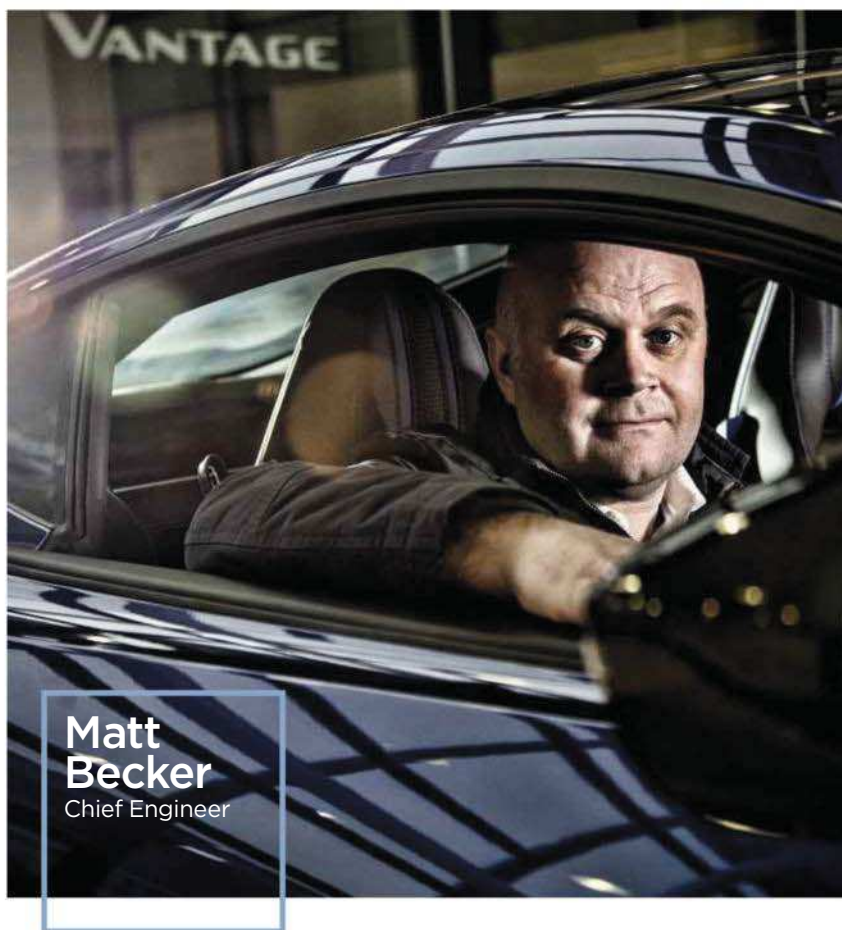
Audi hesitated to launch the previous-generation RS5 in Sportback form, leaving just the two-door coupe and the RS4 Avant as the mid-sized RS options. That's now changed with this RS5 Sportback, which will essentially act as a rival for the BMW M3 and Mercedes-AMG C63 saloon and estate in markets that don't sell the RS4 Avant – such as North America. As a result, EU homologation has been put on the back burner, meaning first European and UK deliveries aren't expected until late 2018.

The RS5 Sportback will reside within its own niche, however, and if the supreme touring capability of the coupe is anything to go by, it should be quite the continent-crushing GT when it eventually arrives.

ADVANTAGE ASTON

Chris Goodwin and Matt Becker are the men defining how the new breed of Aston Martins drive. We get their take on the latest Vantage (driven on page 42) and the upcoming Valkyrie hypercar





Matt Becker
Chief Engineer

ASTON MARTIN'S HEAD OF vehicle dynamics, Matt Becker, has become one of Britain's most highly regarded car engineers, and deservedly so. Having learnt his trade at Lotus for 26 years – much of that under the watchful eye of his dad, the late great Roger – Becker left to join Aston in 2015, shortly after Andy Palmer took control, and hasn't had a moment to spare since.

He now commands a 250-strong team, and the new Vantage is very much his first Aston. Becker explains: 'Although the Vantage shares quite a lot of its fundamental components with the DB11, I'd say the majority of the dynamic characteristics of the car are down to me – particularly in terms of the suspension kinematics, the compliance targets we set, the steering feel, the sound, the tuning of the car: the way it drives, essentially.'

So is he confident the Vantage is the best car in its class? 'Yeah, I'm confident we've made the best car,' he says, albeit in an endearingly self-conscious sort of way.

'Obviously we got a 911 GTS in for comparison,' he elaborates, 'and I think it's a very good car. But I don't think it has a particularly playful nature, whereas I think our car has a more fun and playful side to its personality. A 911 is quite a serious car, if you know what I mean.'

Agreed, yes, but it's also a rather good one overall, surely, and not exactly dull to drive, either?

'Yes, but I don't think it's a car you'd slide around in particularly often and have fun with in that way,' says Becker. 'We've set the Vantage up to allow you to do just that, to have more fun with it.'

'And the other thing we've done differently [to Porsche] is the sound tuning. The 911 GTS is actually quite muted in its sound character, whereas we've tried to introduce a much more audible character for the Vantage, to give you more drama.'

Arguably the biggest challenge Becker and his team faced was the Vantage's mass. Truth is it weighs around 200kg

“The 911 is a very good car. But I think our car has a more playful side to its personality”

more than a 911. It must have been a mighty hurdle?

'The 911 is a lighter car,' he admits, 'and this has been quite hard to work against. But I do think we've ended up with a car that's more fun and more dramatic to drive, with better steering feel, too.'

So is it a track weapon as well, given that it features a new Track mode?

'We did lots of miles on and around the Nürburgring in it, and at Nardò and other circuits, and I'm confident that it does work really well on a track, any track.'

One aspect of Becker's job that has intrigued me since he joined Aston is whether he struggled going from making mid-engined cars to front-engined cars.

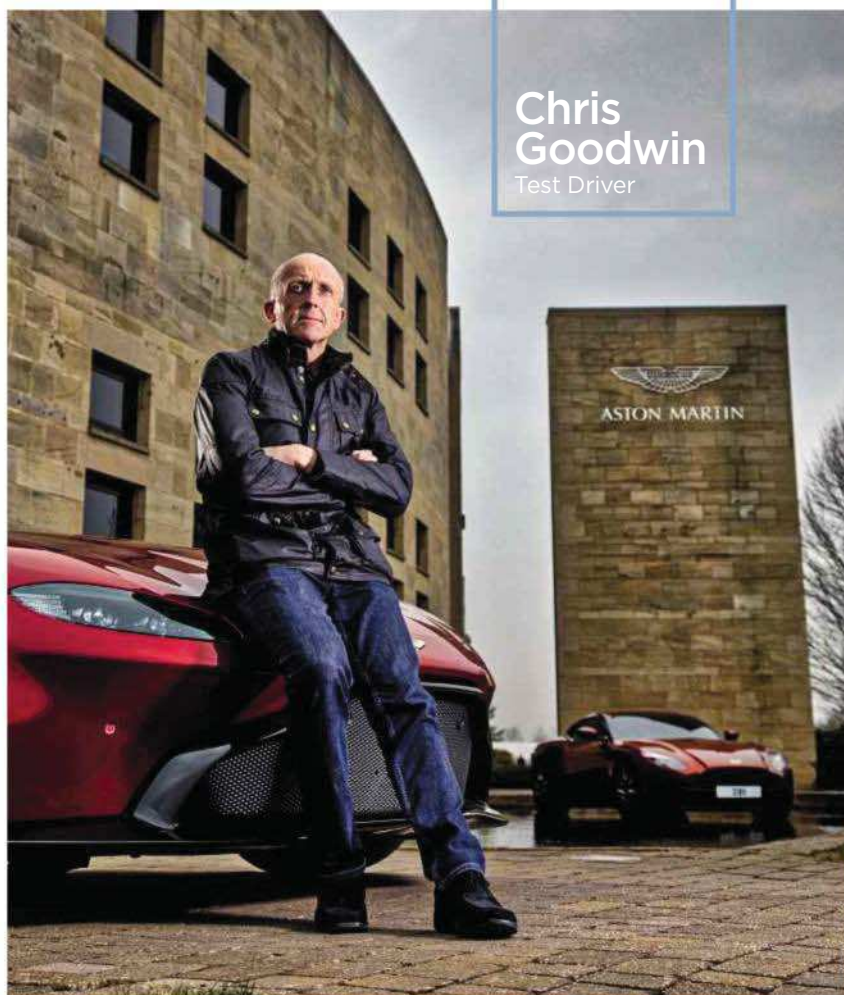
'No,' he says. 'A big part of my role at Lotus was on the engineering consultancy side, and that involved driving all sorts of cars, in all sorts of configurations, for all sorts of clients. Although there are certain physics involved with different layouts, I think the fundamental approach is the same with any car.'

In that case, what are the characteristics that define the way an Aston Martin drives from now on under Becker – and to an extent Chris Goodwin, as well?

'Things like brake pedal characteristics, throttle characteristics, steering feel, sound, ride compliance – all these things need to be consistent across all our cars from now on to make them feel consistent to one another, even though the Valkyrie will be out there in the stratosphere compared with our core products,' says Becker. 'They all still need to have the same consistency of response to make them feel like an Aston Martin.'

Interestingly, admits Becker, this hasn't really happened before at Aston Martin, not to such a fine degree. 'Vantage is the first car where everything has come together like this in such detail, and I think it shows. But that's the way it'll be with all our cars from now on.'

No excuses then, Matt...



Chris Goodwin

Test Driver

“There will only ever be one first road car from Adrian, and that’s why I gave up what I did”

IT WAS AN ANNOUNCEMENT THAT sent a tangible shockwave through the high-performance car industry. Just before Christmas 2017, Chris Goodwin, who everyone thought was a ‘lifer’ at McLaren, having been at the heart of its road car development since the MP4-12C, announced he was packing his bags in Woking and joining Aston Martin instead.

One question: why?

‘I’m here because Adrian Newey called me a few months ago, in the summer of last year actually, and he lured me in,’ explains Goodwin of his decision to relocate to Gaydon. ‘Then I got another call from Andy Palmer a month or so later and he lured me in even further. And the big draw for me was the Valkyrie: both versions – road and track.

‘So that’s what I’m here for at the moment,’ he says, ‘because it represents a one-off opportunity. There will only ever

be one first road car from Adrian, and that’s why I gave up what I did because, for me, this is a unique project. It’ll only ever happen once – although, of course, it’s not the only reason why I left where I’d been for the last 20 years. Eventually I’ll get involved with all sorts of other projects at Aston Martin.

‘But for the time being – for quite a while, in fact! – it’s all about the Valkyrie for me.’

So has there been any crossover yet with the burgeoning range of cars being designed and engineered by Aston, such as the new Vantage or the forthcoming all-EV Lagondas? ‘Not much, not yet,’ he says, admitting that he’s only spent limited time in a Vantage at Nardò.

But what there has been already is a fair bit of information sharing between what Goodwin is doing in the simulator at the Valkyrie HQ in Milton Keynes (where the Aston Martin Red Bull Racing F1 team

is based) and what Matt Becker and his team are doing back at the factory. The development of the Valkyrie may be all virtual at the moment, but Becker admits it is already providing some benefits to the future development of the regular road cars.

There won’t be a running Valkyrie prototype until Q3 this year at the earliest. Not that this has prevented Goodwin from lapping the likes of Silverstone, Spa, Monaco, Barcelona, Suzuka and Pau already, and in minute detail, in the simulator. And the lap times are apparently quite wild.

‘The performance of the base car, so not the track version, is massively quicker than any other road car I’ve ever experienced,’ says Goodwin. ‘And if you then extrapolate that all the way through to the track car, with less weight, on slick tyres and with even more aero, well maybe you can imagine where it’s going. Except, you can’t really, because that’s how much further we’re pushing it.’

The bottom line is, the Valkyrie will be in another league from anything, anywhere, at any price, says Goodwin – assuming his experiences of it in the simulator translate to the road. And there’s no reason to believe they won’t.

‘The simulator gives us a massively clear idea of where the car is right now, and it’ll allow us to hit the ground running when the first prototypes start being driven later this year,’ says Goodwin. ‘And we’re already in a pretty incredible place.’

Given the kind of road cars he’s been involved with in the past, and judging by the slightly crazed expression that comes into his eyes whenever he’s talking about the car, its design, its intended usability – ‘it will be super-driveable’ – plus its ‘incredible’ performance, it’s clear that Chris Goodwin is rather excited about the Valkyrie. Both versions.

Then again, why else would he have given up what was considered one of the best jobs in the entire industry?

NANKANG TYRES



NS-2R

- MSA List 1B approved
- **Fast road / Track** - designed for fast road and track day use
- **Available** in 13" to 20" sizes
- **Endurance compound** for grip lap after lap come rain or shine

AR-1

- MSA List 1B approved
- **Race** - designed for the racing driver chasing lap times
- **Available** in 13" to 20" sizes
- **Unique compound** optimised for fast track use

New AMG C63 revealed

Midlife facelift results in new nine-speed auto and higher top speed

WHILE THE MERCEDES-AMG C43 SHOWED off its 2018 upgrades at the Geneva motor show in early March, its bigger brothers, the C63 and C63 S, had to wait until the New York show a few weeks later for their moment in the spotlight.

The entry-point C63 models – in coupe, saloon, estate and cabriolet forms – now have the same electronically controlled limited-slip differential that previously only came with the S specification cars, while both the non-S and S are the recipients of a new gearbox. Gone is the previous C63's seven-speed MCT auto, in its place Mercedes' nine-speed transmission, as found in the C43 and many more of the company's models. It still features a pack of wet clutches rather than a torque converter, despite this more powerful integration, while it also promises faster gearchanges thanks to better-defined engine ignition control. There's also a multiple downshift function – hold the left-hand shift paddle and the 'box shifts directly to the lowest possible gear.

There's no extra power for the 4-litre 'hot-V' twin-turbo V8 in either C63 derivative, and 0-62mph times remain the same: 4.0 and 3.9sec respectively for the

non-S and S coupes, or add a tenth to each figure for the saloons, or two-tenths for the estates and cabriolets. However, the 503bhp S variants will now sail past their previous 155mph top speed limit and go on to 180mph if you opt for a coupe or saloon, or 174mph for the estate and cab – these are the same maximums as the previous models when fitted with the optional AMG Drivers' Package. The 469bhp non-S models are still limited to 155mph.

The C63's attitude can now be even further tailored to the driver's style or whim with a new layer of driving modes. As well

as the six basic modes (Slippery, Comfort, Sport, Sport+, Race and Individual), there are four further settings (Basic, Advanced, Pro and Master) that alter the throttle map, chassis settings and the ESP threshold. You can also now specify an 'AMG Track Pace' option on the non-S C63s (it comes standard on the S), which adds software that allows you to record data when driving on a circuit. There are multiple tracks already programmed into the system but it can use the car's GPS to log new ones.

As with the revised C43, the new 63s have a subtly different look, too. There are two new wheel designs, which have been wind-tunnel tested to optimise brake cooling and aerodynamic efficiency. The C63s also get a 'Panamericana'-style grille, as first seen on the AMG GT R supercar, complemented by slightly more aggressive bumpers.

Inside, there's a new flat-bottomed AMG steering wheel, while the TFT instrument cluster offers even more personalisation options than before.

AMG has yet to confirm prices for the revised C63 line-up, but the order book is open now, with first deliveries expected in October 2018.



Above: flat-bottomed AMG wheel is new. **Below:** 'Panamericana' grille mimics that on the AMG GT R





VOLKSWAGEN ID R

Volkswagen will be gunning for the electric-car record at the Pikes Peak hill climb in June with its ID R. Designed as a halo concept for VW's upcoming ID range of electric road cars, the ID R will also form a test bed for the firm's 2020 World Rallycross contender. Exact details of the ID R's powertrain haven't been revealed, but the current electric record holder at the Peak – the eO PP100 – needed just shy of 1600bhp to set its time of 8min 57.1sec.



JAGUAR F-PACE SVR

JLR's Special Vehicle Operations division has revealed its latest project: a Jaguar F-Pace with a 542bhp 5-litre supercharged V8 under the bonnet. SVO's design department has also been busy, adding aggressive front and rear bumpers combined with new 22-inch wheels (21-inch items are standard). Inside, the changes are limited to some thin-backed bucket seats and new trim options. Prices will start at £74,835.



VAUXHALL CORSA GSi

Vauxhall has filled in the blank space between the Corsa VXR and its more humdrum siblings with a new GSi variant. Sporting a 148bhp 1.4-litre turbocharged four-cylinder engine, the new GSi sits a rung or two below the 202bhp VXR but should appeal to those for whom high insurance premiums are a constant battle. Matching its warmed-up mechanicals are new VXR-lite styling treatments, as well as a spruced-up interior.



BMW M5 COMPETITION PACKAGE

BMW has confirmed that it will launch a Competition Package version of the new F90 BMW M5 in the summer. As it does in the M3 and M4, the package will bring revised suspension calibration, sharpened steering, new alloy wheels and a power upgrade. Given the M5 has nearly 600bhp in standard form, this should mean the Competition Package version will likely usurp its Mercedes-AMG E63 S arch nemesis and its 604bhp figure.



AUDI E-TRON GT

Audi has revealed plans for a follow-up electric model to next year's e-tron SUV. Due to hit the road in 2020, the e-tron GT will take the form of a sleek four-door coupe and act as Audi's EV flagship in a similar fashion to Porsche's Mission E. Beyond that, Audi's lips are sealed, although it has shown this moody teaser image, which portrays an aggressive design picking up on the classic GT cues of a long bonnet and low roofline.



McLAREN 570GT BLACK COLLECTION

McLaren has released a 'Black Collection' 570GT, combining unique colour and trim elements. Limited to 100 units, it's based on the 570GT fitted with the Sport Pack (which gives the GT the more aggressive handling set-up from the 570S). Alongside the Carbon Black paint are black trim components, while, inside, black leather and Alcantara are paired with MSO's optional electrochromic glass roof, which changes opacity at the press of a button.

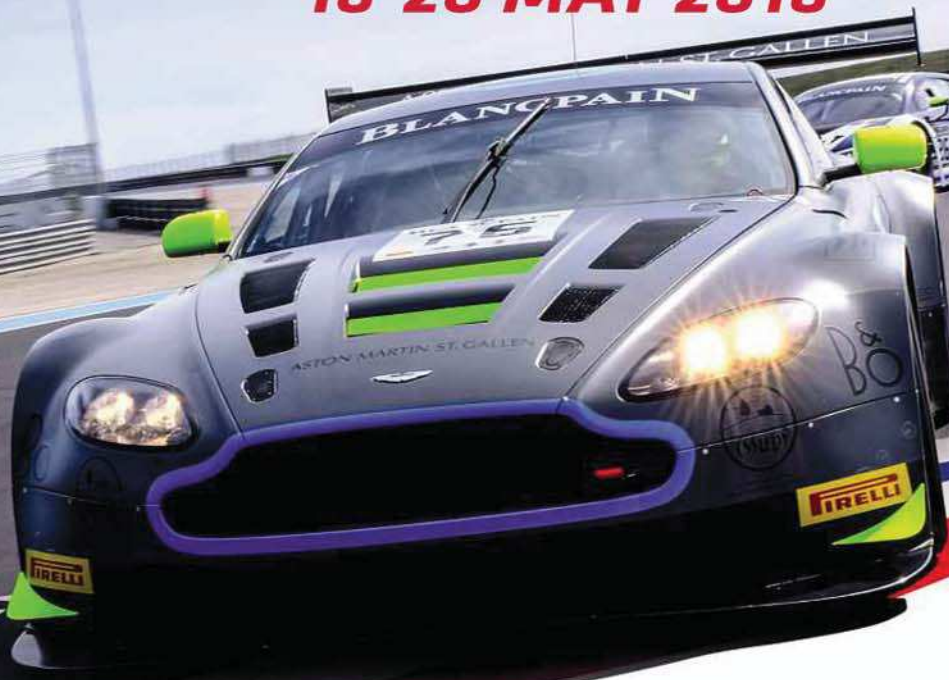
JB
1735
BLANCPAIN
GT SERIES

BLANCPAIN GT SERIES ENDURANCE CUP

3 HOURS OF SILVERSTONE

FEATURING FORMULA RENAULT EURO CUP - LAMBORGHINI SUPER TROFEO

18-20 MAY 2018



TICKETS FROM **£12.00**

INFO & TICKETING

WWW.SILVERSTONE.CO.UK

ALSO STARRING



FORMULA
RENAULT
EURO CUP



FOLLOW US ON



WWW.BLANCPAIN-GT-SERIES.COM



by ADAM TOWLER

Bentley takes on Pikes Peak

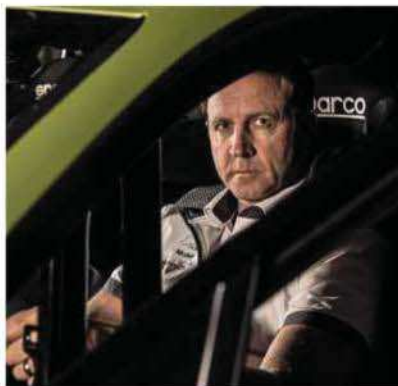
New Zealander to hunt down Range Rover's SUV record in lightly modified W12 Bentayga

BENTLEY IS HEADING TO THE Pikes Peak hill climb this June with its Bentayga W12.

The British firm hopes to take victory in the SUV class on the hill, although at the time of writing it's a class of one, including the Crewe effort. More importantly, perhaps, Bentley hopes to break the SUV record set by a Range Rover in 2013. Ironically, the course's gradual switch to an all-asphalt surface in recent years means it now feels less suitable for vehicles of this type than it might once have been.

Bentley has signed Rhys Millen for driving duties, whose vast experience includes two outright victories and 14 class wins at Pikes Peak. He becomes the seventh official 'Bentley Boy', a distinction reserved for drivers contracted to race cars directly from the factory.

The company is keen to maintain the link between its exploits on the hill and its road cars, and so has kept modifications



Above: Pikes Peak veteran Rhys Millen will pilot the less-luxurious-than-usual Bentayga

to the Bentayga to a minimum. The 600bhp 6-litre W12 is unchanged, while development work is being restricted to damper settings and anti-roll bars. Removing much of the luxury interior has slashed 300kg from the car's 2365kg mass, with a full roll-cage and a bucket seat for Millen taking its place. The car will use a homologated road tyre, with either 21-inch or 22-inch production rims, and – wisely – carbon-ceramic brakes.

Millen has already been loaned a road car in the US, after which he requested unique larger gearshift paddles to be made, and his own team will run the car at the event.



Capital assets to star in display of exotica

Countach, F50 and Huayra among attractions at City of London Concours

On Thursday 7 and Friday 8 June, **evo's** sister title *Octane* will present the second City of London Concours at the Honourable Artillery Company's HQ. Following on in a similar vein from last year's event, an eclectic collection of exotica past and present will be on display across the five-acre garden.

Confirmed attendees include a Lamborghini Countach, Ferrari F50 and Pagani Huayra, which subscribe to the event theme 'A Celebration of Speed'. If Italian unobtainium isn't your thing, you

needn't worry, as the show caters to all tastes. Last year an 80-strong roster of cars featured models that bookend the performance car lineage, with early 21st century racers sitting just a few strides from the 'holy trinity' of the McLaren P1, Porsche 918 Spyder and Ferrari LaFerrari.

Dotted around the coveted collectables will be numerous food and drink vendors, and luxury outlets selling watches, art and apparel, should you wish to indulge in some expensive retail therapy.

Tickets are on sale now on the London Concours website (londonconcours.co.uk). Entry for either day is £35 for an adult, £18 for a child or student, and £25 for a senior. However, a discounted adult ticket is available for £23 if you enter our promotional code 'DENNISVIP' when prompted.

Hospitality packages, for breakfast or lunch, are available too, costing £120 and £216 respectively. Gates will open at 10am on both days, and close at 8pm on the Thursday and 5.30pm on the Friday.



PETER TOMALIN

CONTRIBUTOR &
FORMER ASSOCIATE
EDITOR

This year *evo* celebrates its 20th birthday. To mark the occasion, in this series we're asking key members of the team to recall their most memorable *evo* moments

Tell us your earliest *evo* memory

Sitting in a beer garden in a pub near Cambridge on a summer evening in 1998, flicking through the 'dummy issue' that Meaden, Barker and Gallagher had spent the day showing to various industry PRs. Would I like to join the yet-to-be-launched mag as associate editor? (In reality I'd be chief subeditor, but associate editor always sounded cooler.) I knew them all well from *Performance Car* days. But I said yes anyway.

What was the first car you drove for *evo*?

Jaguar XKR to north Wales for the very first *evo* Car of the Year (issue 003). It was a fine car, but it didn't win (obviously, because there was a 911 present).

What's the most memorable *evo* test you have been part of?

That would have to be 'The Test' (issue 022), when we brought together a bunch of supercars – including the Diablo 6.0 VT, 550 Maranello and an interesting

newcomer called the Pagani Zonda – on part of the old Mille Miglia route through Tuscany. We stayed at Harry Metcalfe's villa in the middle of this glorious landscape and every night drank beer under the stars. Not too shabby.

And your most memorable *evo* drive?

It ought to be driving a Veyron from the Bugatti factory down to the French Riviera to find Pierre Veyron's old garage for *evo*'s 10th birthday (issue 124). But my most memorable drive was in a car that cost less than one of the Veyron's wheels. That was the Westfield XI, which Roger Green and I built (with a lot of help from a mate called Roger Swift). Our dream was to drive it to Le Mans, and after one aborted trip when a hose broke and it pissed out all its engine oil, we finally made it down for the Le Mans Classic (issue 095) – and somehow bagged a handful of laps. Hammering down the Mulsanne in a car we'd built ourselves was just the best feeling.

Your worst *evo* moment is...?

Watching our lovely little Westfield XI go up in flames at the Bedford Autodrome after a fuel line broke and leaked petrol all over the exhaust manifold. Within ten minutes it was unsalvageable. When the last fire extinguisher was spent, we just sat on the grass at the trackside, heads in hands. That was pretty bloody awful.

Below: self-built Westfield XI project car was the source of both a high and a low for Tomalin

Oh, and Barker giving away the winner of eCoty. Twice.

Tell us about the most disappointing car you've driven while at *evo*

Having banged on for years – along with everyone else – about the world needing more no-frills, naturally aspirated, rear-wheel-drive sports cars, when Toyota/Subaru actually built one I can remember feeling massively underwhelmed by the GT86/BRZ.

Your favourite *evo* story by a colleague?

Two of Dickie Meaden's stories stand out. His piece on driving Pikes Peak (*evo* 109) was superb, but if I can choose only one, it would be his account of competing in the Nürburgring 24 Hours for the first time (with Maserati, in 2006; *evo* 094). Totally gripping from first line to last.

What's the one car you wish you had driven during the last 20 years?

Everything I've read about the 458 Speciale tells me I'd love it to bits.

And finally, what's your favourite car launched in the last 20 years?

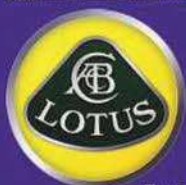
Until I drive a Speciale, the first-gen 997 GT3, the car that beat the 430 Scuderia to win eCoty 2007. As fast as you'd ever need, not too big, just enough tech to keep you out of trouble unless you went looking for it, but not so much that it got between you and the car and the road. And simply, utterly brilliant.





BELL & COLVILL®
SINCE 1970

EVORA
GT430

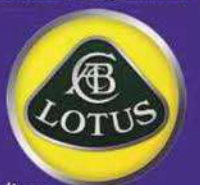


www.bellandcolvill.co.uk • 01483 286483

Bell & Colvill Lotus, Epsom Road, West Horsley KT24 6DG

e-mail evo@bellandcolvill.com to enter a draw to win a Lotus for a weekend*

*open to ages between 25 and 70 with clean licence due to insurance requirements.



Fuel Economy MPG: Urban 20.6, Extra Urban 35.3, Combined 27.9 • CO2 emissions 234 g/km

MATTERS OF SPEED
IN THE HEART OF THE CITY



PRESENTED BY OCTANE

LAMBORGHINI COUNTACH 25TH ANNIVERSARY EDITION: 0-60 MPH IN 4.7 SECONDS AND 183 MPH FLAT OUT

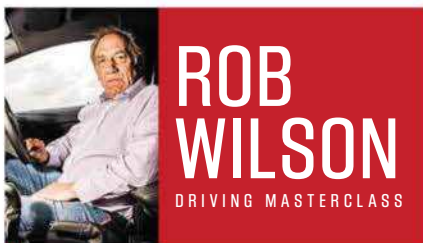


LONDON CONCOURS
HONOURABLE ARTILLERY COMPANY
7-8 JUNE 2018

On 7th – 8th June, the gardens of the Honourable Artillery Company, in the heart of the City, will host a selection of the rarest and fastest cars from 1898 to the present day, each an icon of its era.

A unique automotive garden party with the perfect combination of concours cars from the UK's leading private collectors, luxury retailers, fine watches, art, gourmet food and champagne; an occasion of pure indulgence.

Hospitality and general enquiries 020 3725 4044



Braking technique

LAST MONTH WE LOOKED AT steering, specifically corner entry and the 'soft introduction' – the way we gently lead the car into the corner with a subtle input over the first five per cent of the turn: the first half of that at a quarter of the eventual effort, the second half at three-quarters effort. It's all about transferring the weight – and the same applies to braking.

If you apply the brakes in this manner the car will stop better, because it introduces the pads to the discs and puts

the weight through to the tread of the tyres in the most harmonised way.

Think of it like this: give a glass of water a jab and it'll spill, but give it a progressive nudge and it won't. That's the same as your relationship with the road's surface – you can have a juddery relationship, but with a harmonised one the car is less likely to move around in the braking zone, and it'll stop in a shorter distance.

Remember that the rear brakes come in a fraction later than the fronts, so this way when the nose has only just started to dip, the rears are already working before the back of the car rises up in the air. You might be taking a fraction longer to get to maximum pressure, but because you've got the rears doing more work, the car stops sooner.

At this point, although you may be staring death in the face under race conditions, you've got to separate the fear from the feeling. After a while you'll get confident, and be able to tell from the very first part of the braking



'Get the rear brakes doing more work and the car stops sooner'

area that you're going to stop OK.

It's an analogue thing, but it's easier to see the benefit than with the steering technique we talked about, because you either stop or you don't.

Rob tutors aspiring racing drivers and current professional racers

evo NEXT MONTH

ON SALE WEDNESDAY 16 MAY



PORSCHE 911 GT3 RS + FORD FIESTA ST

The long wait is over, as we finally get behind the wheels of two of 2018's most eagerly awaited performance cars

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.

BAMFORD ROSE

Unrivalled Independent Aston Martin Specialist



> Not local to Bamford Rose? When only the best care for your car will do, our Global technician option allows us to be anytime, anyplace, anywhere for service, repairs and installation of our transformative performance upgrades which make the best looking cars in the World become some of the most dynamically competent drivers cars.



< V8 Vantage 4.3, 4.7L, Vantage S and GT8, Engine power upgrade consisting of: exhaust manifolds, high flow catalysts and ECU reprogram for additional 50BHP and significantly improved on-throttle responsiveness across the entire rev range making the car more eager to accelerate from lower engine speeds.

> Bamford Rose lightweight flywheel and twinplate clutch is the go-to upgrade replacement for the OEM single plate clutch for both manual and sportshift transmissions, delivering significantly improved longevity, engine responsiveness with smoother yet much faster gear changes.



< Classic Vanquish, DB9, DBS, V12 Vantage, Rapide, new Vanquish 6 and 8 speed, V12 Vantage S and GT12, engine power upgrade consisting of: high lift inlet cams, exhaust manifolds, high flow catalysts and ECU reprogram for additional 80BHP.

> Bamford Rose electronic adaptive suspension system upgrade [controlled via in-cabin button or Smartphone App] is a true revelation! Totally transforms the drive and cabin environment by delivering a more composed handling car eliminating factory harshness and increases driver confidence and interaction via sharper turn-in, increased comfort, and less body-roll. The 3 control modes available are 'magic carpet ride' super smooth, ultra track mode 'dart-like' super sport or continuously adaptive and independent longitudinal and lateral control meaning the electronic dampers microsecond-by-microsecond adjust to deliver ride characteristics, which are user-defined, whatever the road conditions. This system replicates V12 Vantage S handling for all older Vantage models and replicates RapideS handling for all earlier DB9 models.



< Other services Bamford Rose offer includes: V8 and V12 full engine rebuild · Upgrade of V8 4.3L engine cars to 525BHP BR GT4 specification · Bespoke and individual ECU remapping for aspects such as enabling heel-and-toe, 2013 DB9 power restriction removal taking the DB9 engine to std Vanquish 565BHP, de-restriction of 8 speed Vanquish II models, DB11 catalyst removal and slight turbo boost increase to return grin inducing performance · Finally the backbone of Bamford Rose - service and repair of DB7 and Classic Vanquish models through to all modern and current era Gaydon cars.



BAMFORD ROSE UK
enquiries@bamfordrose.com
0808 1231 007

www.bamfordrose.com

BAMFORD ROSE USA
greg@britishautoaz.com
+1 480-596-5247

www.britishautoaz.com





Less excess!

Wow. I've only just reached the end of the Briefing section in **evo** 247 and already we've had the Rimac C Two [above] (remind me how many of the Concept One were actually built, again; was it two?), a track-only McLaren Senna and an updated Bugatti Chiron, which your story states has had a bit of a diet to make it trackday-ready!

Come on... I thought you'd made an effort to reduce the amount of unobtainium in your pages – it happened for **eCoty**, at least. I'm not sure which of these cars I'm less likely to ever see, on the road, track or even crawling around London on YouTube.

Can we have just a little less fantasy rubbish for Eastern billionaires, please?

Paul Brown

Red missed

As an enthusiast of all things automotive, in March I visited the Geneva motor show to see the latest cars, from the Up GTI to the Ferrari Pista and McLaren Senna.

Anyone who has ever visited these shows will know that getting close to the 'big' brands is best avoided at peak times, but you can use this time to look at less popular models, such as the Kia Stinger GT S, or the aforementioned Up. The hours in the run-up to closing time are much quieter, and present the opportunity to look at the more exclusive cars more closely, and it was here that I experienced the very different approaches taken by Ferrari and McLaren.

McLaren could not have been

more welcoming, allowing time for me to sit in the 720S and 570GT (my new favourite dream car), and get a close look over the Senna [above], while having friendly discussions with the staff about the cars. Ferrari, on the other hand, despite a very empty stand, would not even allow entry without an invitation or 'current customer' status, and dismissed us in a rather rude manner.

I have a great appreciation for Ferrari's cars, and my brief drive of a 430 Scuderia on track will remain one of the highlights of my driving life, but I can't help but feel disappointed with the brand and the manner in which it pushes its exclusivity.

McLaren, however, has a new fan, and if I am ever lucky enough to be in a position to purchase a supercar, it will be a McLaren dealership I head to first.

David Green

F1's grand facade

Richard Porter's column on the demise of grid girls (**evo** 247) would work if F1 were serious. But F1 is not serious. F1 is for fun. It is F1's entertainment value that makes the big bucks.

As you eliminate the frivolous or dangerous, and particularly the pointless bits of the fabulous facade, it starts to reveal how artificial the whole circus is. It needs the hoopla and razzmatazz of celebrity and glamour to hide the core of artificiality to it all.

The idea of getting more females interested in the sport by eliminating the one area where females dominate is bizarre. After all, they do have pretty women in



LETTER OF THE MONTH

New world order

IT HAS BEEN SUGGESTED THAT WE NEVER

went to the moon, or that we did go but were warned away by aliens, or that the earth is flat, or even that Paul McCartney died before crossing Abbey Road.

All nonsense, of course. And I never believed a word of them.

But now? Now we are told that the South Koreans have made a sports saloon that's better than those from Jaguar (the Kia Stinger 2.0 GT-Line, Driven, **evo** 247) and a hot hatch that's better than anything the Germans can muster (the Hyundai i30 N, group test, **evo** 245).

Now anything is believable. Really, it is.

Nick Rees

The Letter of the Month wins an MHD watch

The writer of this month's star letter receives an MHD AGT watch worth £550. Sharing design values and its designer, Matthew Humphries, with the Alcraft GT electric performance car, it has an automatic movement and is limited to an edition of just 100 pieces.

MHD





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/
JUN18

Telephone

Email

INBOX



women's magazines etc, so most likely women don't mind grid girls at all. And replacing them with 'grid kids' is a bit weird/creepy.

The cumulative loss of FI's mojo over the years, through worthy causes such as speed limits in pitlanes, safety cars, rolling starts, no refuelling, no noise, no grid girls, the halos, no 'overtaking like Max does', has become just too tedious and anti-fun to keep me there.

Lindsay Gatward

French affection

I have been considering my state of mind recently, as my 2009 Renault Sport Clio 200 Cup has changed my view towards its stablemates in my garage quite drastically.

Has it been the shockingly bad weather we have entertained over the winter that has allowed an increase in my love of the Clio, or has it just been an excuse for the Italian Bull and GT3 RS to stay in hibernation?

Should I be ashamed of my love for a French hatchback built from harsh plastics and thin steel?

No. With the help of your twin-test between a 200 Cup and a Peugeot 208 GTi by Peugeot Sport [above] (evo 247), I have realised it is not just me. Because, there is not one single thing that stands out with the Clio – there are many. The steering, the engine, the brakes, the throttle response, the gearshift... and they all have that rare attribute that they all work harmoniously.

Actually, scrub that: the Clio does have one thing that stands out: the thrill of driving.

Tony Smith

Over-VED

I am looking at changing my car in the next few months, and after much searching and reading I settled on an Alfa Romeo Giulia Veloce [above].

The time you must spend whittling down the spec you want inevitably followed, and I thought I'd found my perfect combination, which included the Performance Pack (LSD & active suspension) at £1950. Seems pretty reasonable given this is a rear-drive Alfa and the mighty Quadrifoglio's baby brother.

Then the bombshell hit – this pack alone (as is the case with several other option packs available) takes the car's price north of £40k, which means shelling out an additional £310 a year in VED for the following five years. I don't think it's worth it, so a compromise is on the cards if this is the car I want.

I don't know which is the more frustrating: the frankly ridiculous way in which VED is calculated, or Alfa's howler of an own goal with its UK pricing structure.

New game anyone? What's the best-spec Veloce you can come up with without hitting the penalty VED?

Alastair Smith

Overweight

I have just read John Barker's fine twin-test with the Lotus Evora GT430 and the Porsche 911 GT3 (evo 246), and it raised the elephant in the room: weight.

Even the Lotus weighs in at 1300kg, and the Porsche over 100kg more. I keep hearing that 'we can't make lightweight cars because of the mandated safety equipment requirements', so



how does Renault/Alpine get the weight of its new A110 to 1103kg – almost the same as my 911 2.7 replica tarmac rally car? Targa Tasmania, that type of rally.

Gordon Murray stated recently that cars are too heavy and his new sports car will be significantly under 1000kg. Will he achieve that? I guess we will have to weight and see!

Paul Stuart, Australia

Nostalgia trip

It may well have gone under the radar, but I would urge all petrolheads of a certain age (over 50) to take a look at the Italian TV series *Maltese: The Mafia Detective* on All 4. Quite apart from the beautiful filming – on location in Sicily, but set in 1976 – you will not see such a great collection of forgotten Italian classic cars anywhere else on TV.

Alfa Giulia Super [above], Fiat 124 Coupe, Alfa Giulia GT, Alfasud, Alfasud Sprint, Lancia Fulvia Coupe, Lancia Fulvia saloon, Fiat Dino, Lancia 2000 saloon... They're all there.

It's got me looking at the classifieds for an Alfa Giulia Super 1600. I found one being auctioned soon, guide price £9000 to £11,000. Very tempting...

Gavin Horwood

Matching Meaden

I was fortunate enough to be reading issue 246 on my recent holiday to Sicily, and Richard Meaden's '20 years of *evo*' recollections spookily matched my own adventures.

I spent a day tracing the roads used for the final edition of the Targa Florio, just as Richard reflected upon doing in a Porsche

996 GT3 way back in issue 028. Unfortunately I wasn't in a GT3, but my car did have the greatest upgrade known to man: it was a hire car, and not just any hire car, but a Toyota [above].

I can still hear the very sweet sound of the Yaris being thrashed to the red line in second gear up through the twisting switchback roads away from the coast. It reminded me that it's not always about how fast you go; it's the combination of the right road and man and machine working together.

It was an evocative journey that I recommend to all in search of *evoness*.

Dave Burt

Up downer

I read your review of the Volkswagen Up GTI (*evo* 246) and I can't for the life of me work out why you would buy one over a Suzuki Swift Sport. For not very much more, the new Swift will come with everything including the kitchen sink, will be faster, and will surely be a better drive.

Or better still, get a bargain on the brilliant outgoing model. It'll cost less, has a zinger of a naturally aspirated engine – no more in the new Sport – and will still be a much better 'warm hatch' than the new Up.

Joe Wallace

Foresight fail

Issue 245. After extolling the virtues of ice racing in Andros, Ted Kravitz finished his column by saying there would be no snow or ice in Barcelona when the first F1 cars rolled out onto the circuit.

Got that one a bit wrong, Ted.

Alex Chester

TAILORED FINANCE FOR STUNNING CARS



JBR

CAPITAL

Call one of our experts now
for a competitive quote on
020 3355 0046
or visit **jbrcapital.com**

Finance and terms subject to status.
Advances between £25,000 and £10m.



ASTON MARTIN VANTAGE // MINI COOPER S //
RANGE ROVER SPORT SVR // FORD MUSTANG 5.0 V8 GT



Aston Martin Vantage

At last, it's the moment of truth for Aston's most important new model in years. So, do the 503bhp twin-turbo AMG V8 and new chassis make it fit to take the fight to its rivals?

I'M SITTING IN A SMALL TOWN IN southern Portugal, slightly stunned. I haven't caught my head on the low-hanging branch of a lemon tree and there hasn't been an accidental taser. There hasn't been an intentional taser either for that matter. No, the reason for the slight befuddlement is that I've just driven the new Vantage in anger for the first time. And it is seriously, unexpectedly fast.

The shock is undoubtedly compounded by the fact that I was mistakenly approaching this new Vantage as a direct successor. Really, though, there is a model missing between this latest iteration and the last one. The previous Vantage had been tweaked and tuned and had its life artificially extended

like a much loved teddy bear. It was still a wonderful car at the end, beguiling and engaging in an analogue, old-school way. And those timeless looks belied its underpinnings. That it was not terribly fast was also a large part of its appeal. You had longer to enjoy the journey through the revs and it would slide at more manageable speeds. But there was no pretending that it was a straight-line or lateral match for its competitors, which had all moved on.

So, while I was expecting the next chapter in the Vantage story, Aston has decided to skip some pages and catch up. Where I had expected a bit more grip and a bit more pace, I've been presented, no, *assaulted* with a whole heap more. I had thought new Vantage



might still be lagging a little bit behind the competition, like an F1 team on the bottom half of the grid that develops as fast as it can but is always a few steps behind the teams at the front. But this feels right up there with the vanguard of current super sports cars. Perhaps a Mercedes engine transplant works for road cars as well as it does for F1 cars...

To recap, the new Vantage has the twin-turbo 4-litre V8 that has been doing raucous service in various AMGs since 2014. It has of course been tweaked by Aston Martin to give it a slightly different character (of which more in a bit), and in the Vantage it puts out 503bhp and 505lb ft of torque. The chassis is still of extruded and bonded aluminium construction but, unlike the DB11, the rear subframe is now attached rigidly to the chassis (without any rubber in between), which is not quite so good for NVH but better for handling precision.

Suspension is still by double wishbones at the front, but the old Vantage's rear double



wishbones have been replaced by a multi-link set-up. The latest Skyhook adaptive dampers have three settings, like on the DB11, but forego Comfort and instead have Sport as the bottom rung on the damping stepladder before going up through Sport Plus to Track.

For what it's worth, I think the exterior of the new Vantage looks fantastic. Compact, purposeful and refreshingly unfussy. The interior that's revealed by the slight upward



Above: centre console is cluttered and plasticky.
Above left: standard exhaust is all you'll need



Above: Vantage can feel a little wide on the road, but is otherwise easy to drive; colour accents shown on this car are, thankfully, optional

sweep of the swan doors is not quite so successful, with too many buttons and too much plastic in the centre console. However, I can forgive the slightly cluttered appearance for the fact that the main touchpoints are all spot on. The seat is nicely low, the wheel has plenty of adjustment for reach, the large metal paddles are pleasingly tactile and there is even a thoughtfully placed pad on the transmission tunnel to brace your knee against.

The view from the driver's seat is familiar Vantage, with its relatively high dash and therefore no bonnet in sight. Yet despite this the car feels instantly easy to drive. Unlike the long-snouted AMG GT, you feel as if you sit much more in the middle of the car than towards its rear, and although it feels wide, the 50:50 weight distribution means that it's a

very natural car to get to know. The steering is precise without feeling too quick, although it is now electrically assisted and you really do miss the lovely granular feedback of the old car.

Leaving the town behind, the Vantage can begin to bare its teeth. And my, what teeth they are. The 'hot-V' AMG engine was already one of my favourites, but I swear it feels even better in the Aston. The throttle response is just incredible. You simply wouldn't know this V8 was turbocharged from the way it reacts to your right foot. Every request for acceleration

'You simply wouldn't know the V8 was turbocharged from the way it reacts to your right foot'

is met absolutely instantly with a wallop of torque. And sound. Listen hard and you can detect some similarities with an AMG, but predominantly it pours pure Aston down your auditory canals. It's an aggressive, bass-heavy soundtrack with more than a hint of America in its accent, just like Aston's old 4.7 naturally aspirated V8, in fact. Our test car has the standard twin-pipe exhaust and I can't hear any need for the optional quad-tipped variant. Switch the engine map to Sport and full-bore upshifts from the eight-speed ZF auto are accompanied by the sort of small but forceful explosion that makes you wonder if a silencer has been ripped clean off its mountings.

Add to this alacrity of acceleration prodigious grip in the corners and you very quickly find yourself travelling at serious pace. I had thought that with so much torque being sent to the rear wheels the Vantage could be something of an unruly hooligan, but troubling traction on the road (at least in the dry) just

‘The Vantage is fundamentally so well balanced that you quickly feel right at home’



doesn't seem like a possibility. The speed with which you can get the nose into corners and then get back on the throttle to accelerate through is astonishing, the sensation of a short wheelbase meaning it's easy to work both ends of the car in quick succession.

The price for this precision, pace and poise does seem to be that you sacrifice some tactility. The Vantage is not aloof or uninteresting, far from it, but because it's so damn hard to get near its limits on the road you don't get a lot of feedback, and the steering could perhaps do with a touch more weight to mirror the grip on offer. Perhaps the smooth Portuguese roads are partly to blame and the UK's own unique brand of bumps, camber and 'character' will unlock a bit more interactivity. And as for those limits, well, luckily Aston has hired a circuit on which we can potentially breach them...

The cars waiting for us the next day are in the lightest spec possible, with forged wheels (but the same P Zero rubber) and



carbon brakes. This adds up to a dry weight of 1530kg, which is 219kg heavier than a McLaren 540C but comparable with an R8, AMG GT or 911 Turbo (all cars with which the Aston must surely compete). The rate of response to inputs means that the Vantage certainly doesn't feel heavy out on track.

Sometimes on a circuit as imposing as Portimão, with its big elevation changes and significant track width, road cars can fall apart a little or at least feel slightly less impressive

Left: AMG-supplied twin-turbo motor produces an extra 83bhp and 159lb ft of torque compared with the old Vantage's naturally aspirated V8

in their abilities, but the Vantage feels right at home. Heading into one of the big, 180-degree corners for the first time, the brake feel – something Aston has always excelled at – is wonderfully reassuring. I decide to have my first exploratory lean on the sidewalls and turn in with what seems like enough speed. The nose simply darts towards the inside kerb without a hint of slip. I pick up the throttle more aggressively on the exit to see if the rear is any more willing to break traction, but grip is once again resolute. This is almost worrying. The trouble is that when a car has a lot of lateral grip, the stakes are commensurately higher when it does eventually unstick. Any surprises in the handling balance will have to be assessed and dealt with at higher speed. What if it's edgy rather than progressive when it starts sliding?



With all this in mind, I circle round for another go at my chosen corner. More speed, more commitment, more throttle, and there it goes. But there is no elastic snap into oversteer. No cliff edge that the grip disappears off. No need to instantly back out of the throttle. Yes, the grip reduces, but it's still very much there, the rear wheels usefully connected to the asphalt even while spinning, so that you can judge what's going on. With plenty of steering lock for your hands to play with and lots of torque on offer under your right foot, you can then simply enjoy the slide, extending or reining it in at will. What's more, the Aston is fundamentally so well balanced that you quickly feel right at home.

This balance is even more evident when the big dark clouds overhead come good on their threats and dump a load of rain on the circuit a few minutes later. With slides now very easy to initiate, the Vantage's faithfulness over the limit becomes crucial. The new electronically controlled differential is a first for Aston and is also particularly impressive in the wet. It takes a couple of goes to get used to in the dry (particularly when unwinding the lock at the end of slides) as the sense of faithful connection isn't quite what you'd get with a traditional LSD, but a bit more aggression seems to be the easy answer. When the tarmac is slippery, however, it is wonderful to feel how easily you can hold small or big angles

of slip, maintaining a constant amount of wheelspin and, crucially, still accelerating.

I spend the rest of the day playing in the rain with the new Vantage, which does nothing to diminish my opinion that this is a big step forward for the baby of the Aston range. In the same way that Bobby Jones said of Jack Nicklaus 'he plays a game with which I am not familiar', so the old generation of Vantage, even a GT8 or V12, simply wouldn't see which way this new one went. Of course, the price has taken something of a leap too, and at £120,900 it is battling some serious competition. But initial impressions suggest it can square up to those rivals with confidence.

Henry Catchpole (@HenryCatchpole)

Specification

Engine	Power	Torque	0-62mph	Top speed	Weight (dry)	Basic price
V8, 3982cc, twin-turbo	503bhp @ 6000rpm	505lb ft @ 2000-5000rpm	3.6sec (claimed)	195mph (claimed)	1530kg (334bhp/ton)	£120,900

+ Performance that's a huge leap forward from its predecessor's **-** UK tarmac, and some tough rivals, await it

evo rating ★★★★★

Mini Cooper S

It's got an updated engine and more options than ever, but is this facelifted Cooper S still a solid steer?

SINCE ITS REINCARNATION AT THE start of the millennium, the three-door Mini has fallen on the right side of the substance versus style divide. Just. The caricature styling, retro looks and liberal use of the Union flag have always remained acceptable because the cars were underpinned by quality-feeling mechanicals and a lively, energetic chassis. But as the range expanded to include SUVs and more-door hatchbacks, that trademark sprightly Mini nature became diluted.

At face value, the revised Mini Cooper S doesn't look like it's going to turn that trend around. Despite a new injection system and a turbo made from a different material, there's no

extra power or torque from the 2-litre engine – it still produces 189bhp and 221lb ft. The 0-62mph time of 6.8sec is the same, too.

The engine updates and other detail changes see the car's kerb weight increase by 35kg, and the suspension has been retuned to compensate. Add into the equation the new Union Jack-style LED rear lights and the ability to add even more personalisation, and the facelifted Cooper S seems symptomatic of Mini's drift towards superficial fancy over mechanical prowess. There is one aspect in the car's make-up that is promising, however: a set of Pirelli P Zero tyres – rubber more suitable for a hot hatch than even the Pirelli Cinturatos of the outgoing John Cooper Works.

Running on the standard 17-inch wheels with 205/45 P Zeros, rough surfaces are nicely filtered out, even though the car feels taut and poised. This tension is maintained when you turn into a corner: there's very little initial roll and the car responds to steering inputs with the immediacy you'd hope for from a Mini.

There are Green, Mid and Sport driving modes, but with only passive dampers (adaptive items are an option) there's not much to separate them. Sport adds some extra weight to the steering, which in some past Minis has helped to slow your inputs so as to not overburden the chassis, but here it feels gloopy. The lighter steering in Mid suits the eager and alive Cooper S far better.

'It responds to steering inputs with the sort of immediacy you'd hope for from a Mini'





Left: 8.8-inch central display with satnav is an option; a 6.5-inch infotainment screen is standard. **Below:** Union Jack-style LED rear lights are standard, too...



It's only the brakes that don't offer the same keen response as the other controls. Initial bite isn't strong, but it only takes one use of the pedal to acclimatise. The action is progressive and linear, allowing you to brake deep and late into corners, exaggerating the strong front-end grip. The car's rear stays secure even with the front tyres being forced into the tarmac; there's a frisson of excitement when the chassis is unloaded as you switch from the brakes to the throttle, but nothing that actually needs correcting. This stability allows you to drive the Cooper S hard, really pushing the car and carrying as much speed into corners as feels acceptable. It's composed and comfortable when driven with commitment, even more so than the most recent JCW – we're putting this down to the tyres.

Amazingly, many of these attributes remain even if you remove the roof. The Cooper S Convertible certainly feels heavier (it is, by 100kg) and a little less sprightly than the hatch, but there's still fun to be had and it copes remarkably well when thrown around. Yes, wind noise with the roof up is prominent over 60mph, the decapitated body does quiver and shake over rough ground, and you can feel it flex, too, but add some load to the suspension and much of the body's extraneous movements aren't detectable anymore.

Despite the grippy rubber, the 2-litre engine's strong low-down torque can cause traction issues as you leave a corner. However, back off the stability control (there's an intermediate Dynamic setting) to allow a bit of slip, and



manage the wheelspin with the throttle, and you can exit faster without the systems cutting engine revs and nibbling away at your progress.

The revised engine feels strong, but the noise it makes is uninspiring, and the last 1200rpm is a little laboured, making it far from memorable. The same can be said for the manual transmission, too. The lever is still too long, with a throw to match, and it feels as if it's set too far back. There's nothing that inhibits quick, smooth changes, though – it's not a clunky linkage, it's just never very satisfying to use.

You can opt for the swift and smooth seven-speed dual-clutch auto instead, but

you really need to override this 'box if driving with any enthusiasm; left to its own devices it doesn't change down until you touch the throttle out of a corner, then you have to wait for the transmission to find an appropriate gear. Thankfully, steering wheel mounted paddles are standard on UK cars.

The Cooper S isn't as lively as some small hot hatches we've become used to, but like the best Minis it feels both mechanically sophisticated and playful. Even with extravagant styling and kitsch new rear lights, the Cooper S remains an example of substance over a lot of style.

Will Beaumont (@WillBeaumont)

Specification

Engine	Power	Torque	0-62mph	Top speed	Weight	Basic price
In-line 4-cyl, 1998cc, turbo	189bhp @ 4700rpm	221lb ft @ 1250-4750rpm	6.8sec (claimed)	146mph (claimed)	1195kg (161bhp/ton)	£20,630

+ Competent and fun chassis; more serious than it looks - Forgettable engine and gearbox

evo rating ★★★★★



Range Rover Sport SVR

Brute force isn't this surprisingly engaging SUV's only attribute

THE RANGE ROVER SPORT SVR IS A difficult car to like. Ostentatious, obnoxious and profligate, it seems to serve little purpose beyond infuriating the anti-car movement by consuming as many resources as possible, as quickly as possible, with little regard for anything around it.

A poster child for gratuitous consumption, it also has attributes that tally uneasily with the things that **evo** looks for in a car. It offers considerable speed – 0-62mph in 4.5sec and 176mph all-out – albeit not through clever aerodynamics or light weight, but from the brute force of a supercharged V8. It grips, handles and stops, too, although not because it's low or lithe or delicate, but because it puts 275-section rubber on the ground, sends power to all four wheels and features the complication and expense of air springs, adaptive dampers and active anti-roll bars. In fact, the SVR is far more than the considerable sum of its parts, and its development has turned out a car of real character.

Visual changes for 2018 Range Rover Sports include tweaks to the all-LED headlights and the grille, and inside, a pair of 10-inch touchscreens, dubbed Touch Pro Duo. This looks better than it works, being slower than,



and lacking the haptic feedback of, Audi's similar bi-level design in the A7 and A8.

SVRs get 21-inch wheels as standard, with a 22-inch design optional. There's also a unique front bumper design and a full carbonfibre bonnet. At 2310kg the latest SVR is officially 25kg lighter than its predecessor, while power has gone the other way, with 25bhp more than before at 567bhp. Torque is up, too, from 501lb ft to 516lb ft, sent through an eight-speed torque-converter automatic.

The way the SVR delivers its performance is even more enticing than the numbers themselves. JLR's SVO engineers have worked to improve body control and reduce pitch with tweaks to the dampers, but floor the throttle from rest and the rear still squats amusingly

as the SVR hooks up. The steering wriggles in your hands as the front wheels go light, while the sound emanating from beneath the boot floor is not unlike the angry, ground-shaking cacophony of the Corvettes at Le Mans.

The car farts and pops during gearshifts, and lifting off releases a fusillade of crackles. Others do this, too, but it feels less cynically engineered-in with the SVR, more a symptom of a slightly unhinged powertrain. Just as it should be. On-road, the SVR still drives like an SUV, albeit a highly competent one. Sudden combinations of steering, throttle or brakes can have the ESP chewing at the brakes, but keep things smooth – easy to do with the measured, accurate steering and taut body control – and you can thunder along quite rapidly, and with a level of engagement and entertainment you wouldn't expect from a car of this size.

There's good grip, too, and the 380mm front and 365mm rear discs are more than up to the task of wiping off speed, while the ride and firm seats are tolerable enough. Being a Range Rover it's plenty capable off-road, too, as a jaunt through slimy sections of the Cotswolds reveals. Maybe the SVR isn't so difficult to like, after all.

Antony Ingram (@evoAntony)

Specification

Engine	Power	Torque	0-62mph	Top speed	Weight	Basic price
V8, 5000cc, supercharged	567bhp @ 6000rpm	516lb ft @ 3500rpm	4.5sec (claimed)	176mph (claimed)	2310kg (249bhp/ton)	£99,680

+ Characterful and amusingly rapid - Heavy, thirsty and just a bit obnoxious

evo rating ★★★★★



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



Ford Mustang 5.0 V8 GT

Chassis tweaks help transform Ford's facelifted muscle car

IT'S A GUILTY PLEASURE, THE FORD Mustang; a sports coupe that's hard to justify in a world of C63s, M4s and RS5s. But its charm and charisma make it hard to ignore. It's a car that wears its blue-collar heart on its sleeve in the guise of a 5.0 badge, shuns turbocharging for cubic capacity and still prefers six on the floor (although a new ten-speed auto is also available). A rough diamond on a road of polished performers, the Stang puts entertainment and thrills first. The outgoing version was far from perfect, but when it cost less than £40,000 it's little wonder Ford sold 33,000 of them across Europe.

For 2018 the Mustang receives a midlife facelift, most of which is incredibly subtle for a car that can now be ordered in a colour called Orange Fury. There are new LED lights front and rear, reprofiled bumpers, and the aluminium bonnet has a lower profile and a pair of vents cut into it. The front splitter has grown in a bid to reduce lift, with the rear diffuser subtly tweaked, too. Thankfully, the car as a whole still looks like an all-American hero. Inside, the focus has been on improving the quality of the plastics, and there's also a new 12-inch digital instrument cluster.

But it's beneath the familiar looks where the



serious developments can be found. There's a new direct fuel-injection system and a new exhaust that bring more power (up 34bhp to 444bhp, with torque down a single point to 390lb ft), and the six-speed manual's twin-plate clutch and dual-mass flywheel are also improved. The new ten-speed auto is smooth to change but too slow to downshift, although it's light and day better than the old self-shifter. However, the manual remains the one to have.

It's still not a particularly quick manual shift: it doesn't like being rushed and the gate feels as wide as the Grand Canyon compared with those of rivals. But it suits the bent-eight so well, and you can leave it in third and fourth for pretty much every permutation of curve, turn, sweeper and hairpin. And the pedal

layout is pretty much perfect for heel-and-toe downshifts, making Ford's decision to include a rev-matching system a curious one.

The pre-facelift Mustang's powertrain was never really something to question, but its chassis was. A little too slow and ponderous, and struggling to hide its 1711kg kerb weight, the Mustang was good, but only good for a car developed on *that* side of the Atlantic. This updated car is an eye-widening step up. The Michelin Pilot Sport 4S tyres (replacing Pirelli P Zeros) and the optional (£1600) MagneRide adaptive dampers are the real heroes – although the thicker anti-roll bars are welcome, too, as is a 43kg reduction in weight. Gone is the float and wobble of the old car, replaced with a much more sophisticated and wider operating window. The front end is much sharper, reacting quicker and cleaner, there's less body roll, and the roll-oversteer sensation is banished, replaced by an athletic approach to how the car transitions from turn-in to corner exit.

Ultimately, a set of tyres and some trick dampers don't turn the Mustang GT into an M4 beater – and Ford wouldn't claim such – but they do leave you with two fewer excuses not to look to a Mustang for your kicks.

Stuart Gallagher (@stuartg917)

Specification

Engine	Power	Torque	0-60mph	Top speed	Weight	Basic price
V8, 4951cc	444bhp @ 7000rpm	390lb ft @ 4600rpm	4.6sec (claimed)	155mph (claimed)	1668kg (270bhp/ton)	£41,095

+ MagneRide dampers and Michelin tyres improve Mustang's dynamics **-** Still some way off Europe's finest

evo rating ★★★★★

DRIVEN BY PASSION

WWW.DREAMSCIENCE-AUTOMOTIVE.CO.UK



MAPPING | SUSPENSION | INTAKE SYSTEMS | ENGINE BUILDERS | EXHAUSTS

SPECIALISTS IN RS, ST AND MUSTANG MODELS.

VISIT OUR NEW ONLINE SITE NOW.





RICHARD MEADEN

Mode buttons are all well and good, but only if they genuinely add to the thrill of driving

IF YOU'RE A REGULAR VISITOR TO the pages of **evo**, you'll be familiar with our Tolkienesque war of Digital versus Analogue. It's been waged for years now, the once pre-eminent forces of feelsome good embattled by the creeping scourge of electronic evil.

The most obvious manifestation of this digital dynamic revolution is in the various driving modes most even vaguely sporting cars now offer. We now have an unprecedented ability to tailor a car to our specific tastes. For once, I don't have a downer on this particular area of progress, but I do ask myself how many of us actually make full and regular use of the technology.

The answer is something we'll have to crowd source, so feel free to share. Personally I find it depends on the car I'm driving. If I'm in an M BMW I'm forever fiddling with the steering, damping, powertrain and transmission settings. I can find a sweet combination for a certain stretch of road, but then it doesn't feel quite right when the road changes, so back I go, toggling through the options to ramp something up, wind it back or dial it out. It's fun for a while, but then I wish it would just work happily across a broad spectrum of conditions. In other cars, for example my recently departed Lexus RC F, I settled on a combination of settings and rarely touched the buttons again, save the odd prod of the DSC and e-diff buttons if I was feeling mischievous.

Cars aren't equipped with road tester's pants, so they can't use the seat of said undergarments to understand what's going on. Instead, myriad sensors paint a binary picture of how hard the car is working. Pitch and yaw, steering angle, wheel speed, throttle position and countless others continually provide a stream of high-fidelity information to create one big fully integrated dynamic matrix. So, instead of just working with the steering to affect how the car changes direction, engineers also play with the e-diff and torque vectoring to change the rate at which the car rotates into a corner. Brake steer is another example.

It's brain-achingly complex stuff to merge and refine so that the whole car responds seamlessly, and – when done well – massively impressive to experience the difference as the car's responsiveness is ramped up with each dynamic mode. But what are we actually feeling as we toggle between settings?

Engineers refer to it as 'experience function', which sounds a bit dry, but is actually rather fascinating, for it's as much about the psychology of the driver as it is the car's dynamics. How so? Well, it stands to reason that when we push a button that engages a mode called Comfort or Sport or Backwards Through Hedge we want to feel like something has changed in the car.

In the good old days, nascent iterations of these dynamic modes could be hilariously exaggerated. My neck still twinges at recalling the violence of Lamborghini's Corsa mode, which basically mimicked the highly caffeinated and testosterone-fuelled gearshifts of an angry Italian boy racer. Not so much a dynamic mode as Self-Destruct Mode.

The sneaky genius of today's experience function is that

for a short pre-determined period you get a marked step-change in the way the car feels. But it does so by over or undershooting to make Sport feel all angry and manly and Comfort all fluffy and cuddly. And then, having fooled the primitive organic component behind the steering wheel, it settles back to sensible levels. Very clever, but like some sleight-of-hand magic, it feels a bit disingenuous.

Who does it best? Predictably, Porsche is very good at striking a balance and ensuring each rotation of the switch or

push of a button not only delivers a tangible difference in ride or response, but a meaningful one that you can select and stick with. In recent years Aston Martin has introduced multi-mode dynamic settings, which has brought a new dimension to its cars. However, I would say Ferrari is consistently the best at offering a suite of distinct and finely judged settings. The cars are unbelievably sophisticated, yet not only do they manage to feel natural, but each mode very definitely alters the state of the car. And all via the deliciously tactile manettino, for a bit of added theatre.

I suspect there's something of a paradox in experience function and dynamic modes in general. When the calibration of each dynamic mode genuinely expands the performance envelope it's another tool for us to use. But if this complex calibration has been perfectly executed the chances are the car is brilliantly sorted anyway, so there's little need to meddle. Conversely, ill-sorted cars that use dynamic modes and experience function as smokescreen are the ones you're forever hunting that elusive sweet spot. I'd be intrigued to know what you think.

'Lamborghini's Corsa mode mimicked the testosterone-fuelled shifts of an angry Italian boy racer'

@DickieMeaden

Richard is a contributing editor to **evo** and is always the last columnist to deliver his words

THE ULTIMATE IN PERFORMANCE UPGRADES

AT DMS AUTOMOTIVE WE'VE BEEN UNLEASHING AUTOMOTIVE PERFORMANCE FOR OVER 20 YEARS



DMS F10 M5 (EVO DEC '15) "730BHP, 200MPH+ TYRE-SHREDDING MONSTER"

DMS MCLAREN 650S (EVO OCT '15) "REAL MUSCULARITY AND THE STRENGTH OF THE MID-RANGE IS STAGGERING"

DMS M2 (EVO SEPT '15) "MORE POWER DOES MEAN MORE FUN"

DMS 1M (EVO MARCH '12) "THERE'S A REAL RIP TO THE WAY THE REVS PILE ON ABOVE 4000RPM"

DMS 997 TURBO 3.8 PDK (EVO JUNE '11) "DELIVERY IS ALMOST UNCOMFORTABLY FORCEFUL"

DMS SL65 BLACK SERIES (EVO OCT '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 SEPT '08) "IT'S EPIC, HILARIOUS AND ADDICTIVE IN EVERY GEAR, YET DOCILE WHEN CRUISING"

BELOW IS A SMALL SELECTION OF OUR MORE POPULAR UPGRADES:

AUDI

RS6 4.0 T V8 » 700+BHP (+DE-LIMIT)
RS6 V10 » 680+BHP (+DE-LIMIT)
2017 R8 V10 » 650BHP (+DE-LIMIT)
R8 V10 » 592+BHP (+DE-LIMIT)
RS4/RSS » 488+ BHP (+DE-LIMIT)
RS3/TTTS » 420+ BHP (+DE-LIMIT)
RS3/TTTS (NEW) » 480+ BHP (+DE-LIMIT)
S3 / GOLF R » 375+ BHP (+DE-LIMIT)
3.0TDI (ALL MODELS) » 315+ BHP
3.0 BI-TDI (ALL MODELS) » 380+ BHP
Q7/A8 4.2 TDI » 400+ BHP

BMW

M2 » 435BHP (+DE-LIMIT)
M3/M4 » 540+BHP (+DE-LIMIT)
M5/M6 » 730+BHP (+DE-LIMIT)
X5M/X6M » 730+BHP (+DE-LIMIT)
X5M50D/X6M50D » 450BHP
M135i/M235i » 410+BHP
i8 » 415BHP
120i/220i/320i/420i » 275+BHP
116D/216D/316D » 160BHP
118D/218D/318D » 225BHP
120D/220D/320D/420D » 240BHP
328i/428i » 295BHP
335i/435i » 410+BHP
330D/430D/530D/730D » 360BHP
335D/435D/535D » 395+BHP
550i/650i » 555+BHP (+DE-LIMIT)
640D/740D » 395BHP (+DE-LIMIT)
X530D/X630D » 360BHP
X540D/X640D » 395BHP

MERCEDES-BENZ

A45/CLA45 AMG » 420+BHP
AMG GT/GTS » 560BHP (+DE-LIMIT)
C43/E43/GLC43 AMG » 455BHP
C63/63S 4.0T AMG » 620+BHP
C63 6.3 AMG » 530+BHP
500 4.7 BITURBO (ALL MODELS) » 498+BHP
63 AMG 5.5 BITURBO (ALL MODELS) » 700+BHP
55 AMG KOMPRESSOR » 600+BHP
(+DE-LIMIT & SUSPENSION LOWERING)
S65 » 780BHP (+DE-LIMIT)
SL65 AMG » 690BHP (+DE-LIMIT)
SL65 BLACK » 720BHP (+DE-LIMIT)
SLK 55 AMG » 420BHP
200 CDI (ALL MODELS) » 173BHP
220 CDI (ALL MODELS) » 230BHP
250 CDI (ALL MODELS) » 260BHP
C300 HYBRID » 285BHP
C300E » 350BHP
C400/E400 » 400BHP
350 CDI (ALL MODELS) » 315BHP
420/450 CDI (ALL MODELS) » 358BHP

ALL 2017 RANGE ROVERS AVAILABLE

RR 50SC/SVO/SVR STAGE1 » 600+BHP
RR 50SC/SVO/SVR STAGE2 » 650+BHP
2.0/2.2 DIESEL (ALL MODELS) » 220+BHP
RR 4.4 TDV8 » 395 BHP
RR TDV6 3.0D » 305+ BHP
RR SDV6 3.0D » 350+BHP
DEFENDER 2.2 » 180BHP

PORSCHE

996 TURBO/GT2 » 600+ BHP
997 TURBO 3.6 » 625+ BHP
997 GT2 RS » 670+ BHP
997 TURBO/S 3.8 INC PDK » 611 BHP
997 GT3 RS » 480 BHP
991.2 GT2 RS » CALL
991 TURBO/S (ALL MODELS) » 750+BHP
991 GT3 3.8 (ALL MODELS) » 490+BHP
991 GT3 RS 4.0 (ALL MODELS) » 525+BHP
997 CARRERA S » 376+ BHP
997 CARRERA PDK » 368 BHP
997 CARRERA S PDK » 400+ BHP
997 CARRERA GTS » 435 BHP
991 CARRERA (ALL MODELS) » 500+BHP
991 CARRERA S (ALL MODELS) » 500+BHP
991 CARRERA GTS (ALL MODELS) » 540+BHP
BOXSTER/CAYMAN 981 GT4 » 430+BHP
BOXSTER/CAYMAN 718 GTS » 420+BHP
BOXSTER/CAYMAN 718 S » 420+BHP
BOXSTER/CAYMAN 718 » 380+BHP
BOXSTER/CAYMAN 981 GT4 » 430+BHP
BOXSTER/CAYMAN 981 GTS » 375+BHP
BOXSTER/CAYMAN 981 S » 345+BHP
CAYENNE GTS » 450 BHP
CAYENNE TURBO 4.5 » 565+ BHP
CAYENNE TURBO 4.8 (ALL MODELS) » 650+ BHP
CAYENNE TURBO S 4.8 (ALL MODELS) » 650+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE 3.0 DIESEL » 318+ BHP
MACAN S » 420+BHP
MACAN GTS » 440+BHP

MACAN TURBO (ALL MODELS) » 480+BHP
MACAN S DIESEL » 318+BHP
PANAMERA TURBO » 600+ BHP
PANAMERA DIESEL » 305+ BHP

EXOTIC / MISC

FERRARI CALI T » 660BHP
FERRARI F12 » 780+BHP
FERRARI 599 » 647 BHP
FERRARI 488 » 750+BHP
FERRARI 430 » 525 BHP
MCLAREN MP4-12C » 700 BHP
MCLAREN 650S » 720 BHP
MCLAREN 675LT » 750BHP
MCLAREN 570S » 680+BHP
AVENTADOR » 750+BHP
HURACAN LP610 » 650BHP
GALLARDO LP560 » 600+BHP
BENTLEY 4.0 T V8 » 700BHP
BENTLEY GT/F-SPUR » 680BHP
GT SPEED / SUPERSPORT » 690+BHP
BENTAYGA W12 » 700+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

  /DMSAUTOMOTIVE



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


DESIGNED IN THE UK
DEVELOPED AT OUR
NURBURGRING
TESTING FACILITIES


**UK & WORLDWIDE
INSTALLATION
CENTRES**

WWW.DMSAUTOMOTIVE.COM

UK: 0800 030 5555

INT: +44 800 030 5555

SALES@DMSAUTOMOTIVE.COM



RICHARD PORTER

A crushing blow, maybe, but the truth is this Ferrari deserved to be put out of its misery

THERE WAS A KERFUFFLE ON TWITTER recently. Of course there was. There's always a kerfuffle somewhere on the internet. I don't know if Tim Berners-Lee's main intention for the web was to permit a sallow virgin in Idaho to have an argument with a professor from the Sorbonne, but that's what's happened anyway. Twitter is a particularly good place for kerfuffles, from the big stuff like Russian chemical attacks and Donald Trump, to the small stuff like Jaffa Cakes and Donald Trump's hands.

I like to stay out of the way of the bumpier kerfuffles by hiding in a little corner with the car nerds, cowering in our safe space where people are happy to laugh at Sebastian Vettel's new haircut and debate the merits of the Triumph Acclaim. But recently a kerfuffle came visiting even here, all over a crushed Ferrari.

You might have seen this story. In April 2017, a man had his 458 Spider seized by police for being uninsured and for showing up as a rebuilt write-off, having been involved in a severe smash and declared unfit to return to the road. A Category B insurance write-off can still be broken for parts, but the police, in one of those heavy-handed 'make an example of you' moves to which they're prone, decided the entire thing should be destroyed. This happened last year, but it wasn't until this March that a video of the Spider being brutally HIABed off a lorry was released online, and that's when the kerfuffle kicked up. Twitter became ablaze with car people wailing and howling about the senseless waste of this Ferrari, and frankly I've never read such a load of hand-wringing, ill-considered twaddle.

We're car people, so of course we don't like seeing a very nice, very accomplished and very desirable car being mangled by hydraulic claws. But also because we're car people, we should understand some of the basics. First of all, the car was written off by the insurance company and categorised as never to return to the road. So it's no wonder the cops yanked it, notwithstanding that it also wasn't insured. This is a car that's been so badly banged up that an insurance assessor has deemed

it too expensive to mend and too iffy to be made roadworthy again. The latter point also explains why the police couldn't get cash back for taxpayers by auctioning it, and anyone suggesting such a thing wasn't thinking hard enough.

Other people took to Twitter to point out that Cat B means a car can be parted out and that this should have happened to the seized 458, their point being that if the car had to die then at least another should be able to live on and that it was a 'waste' not to use its guts for good. But if you're a 458 Spider owner and your car gets pranged, how would you like it repaired? With brand new parts, or with second-hand bits off a dodgy Spider that's already been heavily spannered and then unlawfully put back together?

'How would you like your 458 repaired? With brand new parts, or bits off a dodgy Spider that's been spannered and then unlawfully put back together'

Amidst the kerfuffle it was also suggested that the seized 458 should at least donate its engine to something more interesting, but this is not 1974, and engine swaps are not straightforward. Modern cars are so beholden to multiplexing and multiple ECUs that forcing the engine of anything, never mind a high-born V8, to work in harmony with the drivetrain and electronics is a job that could drive even the finest auto electrician to bite into an HT lead. Can you imagine the hellish cat's cradle of cabling that comes with the engine and robo-manual 'box from a Ferrari 458, and the amount of laptop time you'd need to make it do anything? It would be a non-starter, probably literally.

The sorry truth is that, either as a complete unit or broken into its constituent parts, that contentious 458 Spider was so bound up with problems that it was all but worthless, and it's a shame most car folk didn't seem to realise that. Don't get me wrong, I understand the anguished cries from social media, because no one likes to see a nice car get binned off. But this wasn't a nice car. It was a broken wreck, lashed back together. And it was a 458 Spider. They made thousands of them. The world isn't worse off for one less, it's better off for having rooted out a wrong 'un.

It's very sad to watch a good-looking supercar get ripped to bits, but sometimes cars are like animals. Contra to the kerfuffle on the internet, the kindest thing is to put them to sleep.

@sniffpetrol

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

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.





TED KRAVITZ

Sports are courting the online generation, but youngsters would be far better off in the real world

MOTORSPORT AND MARKETING ARE uneasy bedfellows. The motorsport people think the marketers only exist in the paddock to see how much money they can milk out of the whole set-up, while the marketers think the motorsport people are clueless boffins so obsessed with set-ups they can't see that it's money that keeps the wheels turning.

Of course, the truth lies somewhere in-between, but recently Formula 1's marketing folk have tried the traditionalists' patience a little too much with their latest obsession: eSports.

eSports is a fancy marketing term for computer games. Children, teenagers and young adults, mostly male, playing racing games competitively, online, against like-minded people around the world. Until recently, this was just for fun. But with marketing has come money and now it's big business: new technology brings more realistic graphics, and kids want the latest games and consoles. The money floods in.

As it has become more popular, marketers have realised that some people will even pay to watch gamers. TV rights are now being sold so blokes at home can watch other blokes in a studio competing.

This self-funding loop sums up everything that can be seen as being wrong with the whole concept of eSports – that it's fundamentally unhealthy for young people to sit in front of screens for hours on end. It's hard to tell what's worse: parents who've let their kids spend so much time on their devices that the kids consider it a career, or the marketing people exploiting them for profit. Yet for the marketing folk it's such an easy target, and for sports like F1, a straightforward boardroom discussion.

Q: How do we make more money?

A: Attract new consumers.

Q: OK, our research shows young people aren't into F1 as much as old people, so what do young people like doing?

A: Playing computer games.

Q: Bingo! How quickly can we get into computer games?

It's that simple. Rather than trusting that kids will come to your product when they're older, like red wine, or the *Daily Mail*, sports like F1 are actively chasing younger viewers.

But there is one justification for motorsport marketers to jump on the eSports bandwagon, and that is because, unlike football, basketball or tank warfare, motor racing is the only sport where the gamer can replicate exactly what the driver does, minus the physical sensations. Simply plumb your PlayStation up to a steering wheel and pedals. And that has lent F1 gaming some legitimacy.

Then there's the issue of cost. If you play *FIFA* or a golf or basketball game, it's also relatively cheap to buy the equipment and find a venue to practise the real thing. Motor racing is so expensive that eSports does have a valid role in teaching young drivers about racing lines and braking points. But gaming is far off producing the next Max Verstappen. F1 held an eSports

championship recently that was won by Brendon Leigh, a lad who'd never been out of Britain. He's clearly talented, but isn't in the physical shape required for the actual thing. Interestingly, it's the post-Ron Dennis McLaren team that has come closest. It started its own 'world's fastest gamer' competition and came up with a novelty winner: a racing driver.

Rudy van Buren started karting aged eight and won the Dutch Junior Championship in 2003. A contemporary of Nico Hülkenberg, Van Buren ran out of money and eventually found employment as a photocopier salesman. Thirteen years later, thanks to McLaren's competition, he was able to show that he

still had the racing lines, if not the credit lines, and was given a job as a simulator driver. Van Buren essentially drives a computer game all day – his hobby – while McLaren engineers change the game's settings (wing levels, suspension settings, etc) for Rudy to advise if they make the car faster.

McLaren's approach makes more sense than simply holding a competition to see who's the best gamer. Van Buren knows what driving quickly feels like in a game and in real life, and his work translates into real-world data the team can actually use.

As a concept, though, eSports feels like a premature race to the future. Combustion-engined motorsport might not have too long to live. In a few decades the only racing youngsters will be able to do will be electric or virtual – so, pull their heads out of their devices and get them down to your local kart track.

'Unlike football, basketball or tank warfare, motor racing is the only sport where the gamer can replicate what the driver does'

 @tedkravitz

Ted is the pitlane reporter for Sky Sports F1



FREE / CLEAR

AVAILABLE FROM SELECTED SERENGETI STOCKISTS INCLUDING:

EYESITE OPTICIANS
BRIGHTON. TEL 01273 724111
READING, WEYBRIDGE, WINCHESTER, OXFORD

OPTIX AT BROADGATE
LONDON EC2. TEL 0207 628 0330

ROGER POPE OPTICIANS
LONDON W1. TEL 0207 935 2124
DULWICH SE21. TEL 0208 299 0230

GREGORY & SEELEY OPTICIANS
FLEET ST, LONDON EC4. TEL 0207 353 1408
CRANLEIGH, SURREY. TEL 01483 272629

TOLLEY & PARTNERS
EAST SHEEN, SW14. TEL 0208 878 3415

LEIGHTONS OPTICIANS
PUTNEY, SW15. TEL 0208 789 7300

RICHMOND EYE CENTRE
RICHMOND, SURREY. TEL 0208 948 8882

VENTURI VISION
HASLEMERE, SURREY. TEL 01428 652777

HODD BARNES & DICKINS
LONDON EC2, TEL 0207 600 9861

PAUL WHITEMAN OPTOMETRISTS
REIGATE, SURREY. TEL 01737 223202

DH THOMAS OPTOMETRISTS
CAMBRIDGE. TEL 01223 245222

BRAD ABRAHAMS OPTOMETRY
BATH. TEL 01225 444321

OPTIQUE 2000
WIMBORNE. TEL 01202 848808

EYE CONTACT
LONDON EC2, TEL 0207 626 7232

HAINE & SMITH OPTICIANS
DEVIZES, TEL 01380 723446
MARLBOROUGH,
TEL 01672 513432

GR HARDWICK OPTICIANS
CLEVELEYS, TEL 01253 853030
LYTHAM. TEL 01253 794522

I2I OPTOMETRISTS
GLASGOW. TEL 0141 552 2030

SUNGLASSES.IE
DUBLIN. TEL 01-6618602

SERENGETI®

THE MOST ADVANCED EYEWEAR

AVAILABLE IN PRESCRIPTION

SUBSCRIBE TODAY



evo | SUBSCRIPTION
OFFER

5 ISSUES FOR £5

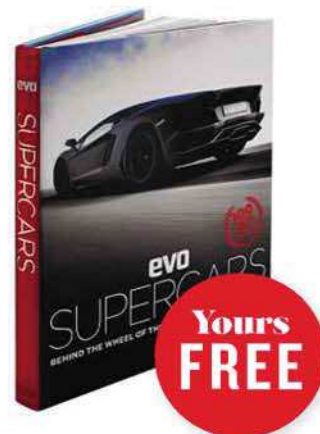
PLUS FREE EVO SUPERCAR MAGBOOK



YOUR FREE GIFT

Packed with jaw-dropping photography, performance stats and technical specifications, **evo** Supercars is a roll call of motoring excellence, putting you behind the wheel of 100 of the greatest supercars of all time.

Gift limited to the first 150 subscribers.



Print + digital editions: 5 issues for £5 then £29.99 every 6 issues (save 4% on the shop price and 75% on digital access)

Print edition only: 5 issues for £5 then £26.99 every 6 issues (save 4% on the shop price)

SUBSCRIBING IS EASY:

Visit dennismags.co.uk/evo

or call **0330 333 9491**

Quoting offer code **D1806**

Gift limited to the first 150 subscribers. Please allow 28 days for delivery. Gift available to UK subscribers only. Alternative gift may be supplied. Calls to 03 numbers will be charged at your standard local rate. Live outside the UK? For our best overseas subscription offers visit dennismags.co.uk/evo or call +44 (0)330 333 9491 for our Rest of World subscriptions. For USA call 1-800-428-3003 or visit www.imsnews.com/evo.

 **STEEDA** THE LEADER IN MUSTANG PERFORMANCE



STEEDA.CO.UK

Velgen
WHEELS

08456 171248

VELGEN
FORGED



VELGENWHEELS.COM

THIS IS HARDCORE



Honed with a single-minded focus to offer the purest possible driving experience, be it on road or track, the hardcore special offers unparalleled thrills. Over the following pages we celebrate the very best of the breed, from supermini to supercar

LITTL



+ L

E

*The two extremes
of the hardcore
genre – Toyota's
Yaris GRMN and
Mercedes-AMG's GT R
– go head-to-head*



by ADAM TOWLER

PHOTOGRAPHY by GUS GREGORY

ARGE

**ARDCORE. A NOUN: THE MOST**

active, committed, doctrinaire members of a group. Sounds like us, and many of you for that matter, given our respective and complementary allegiances to **evo**.

Committed, that is, to a movement that places driving enjoyment at the very top of the list, and a predilection for cars that aren't especially bothered with the monotony of the everyday. And just like us, you may feel our movement is under threat, given it's struggling for compatibility with the equally committed doctrines of the anti-speed lobby, environmentalism, electrification, and that term – and I'm sorry to mention it in this company – 'autonomous driving'. Shudder.

Thankfully, despite all this, hardcore cars still exist. They come in many different forms, and at many different price points; hardcore as a fundamental quality can be found just as much in a screen-free Caterham Seven SuperSprint as it can in a McLaren Senna. After all, it's as much about what is left out as it is about what is put in.

Joining the M1 for a long slog north in mercifully snow-free conditions, the Mercedes-AMG GT R has already convinced me of its hardcore credentials. Convinced, I should say, with the sort of unyielding, insistent and emphatically persuasive manner you might experience from an embrace of gratitude from Vinnie Jones, just after you've rescued his beloved pet Jack Russell terrier from the approaching wheels of a reversing lorry. Well meant, jovial even, but with an underlying sense of menace all the same.

To be honest, so far I don't quite know what to make of the GT R. There's a trend for modern supercars to be increasingly easy to drive, hiding their full talents – and often, therefore, their personality – under an



invisible electronic safety net. But even though the GT R has all those advanced systems at its disposal, it feels bewilderingly alien initially, and I'm desperately intrigued to get under its skin.

There are the physical dimensions for starters. A vast expanse of bonnet gently rising and falling like the Chiltern Hills, the worrying width, a cosy interior (although certainly not cramped) and cartoonish proportions. The manually adjusted AMG bucket seat clamps the waist, and thrusts your shoulders forward so that there's little choice but to have the flat-bottomed Alcantara wheel close to the chest, inputs derived from the elbows, not the shoulders. If only there was a giant meat cleaver of a sequential push-pull gearlever sprouting from the centre console, rather than the somewhat apologetic steering-wheel paddles. That broad centre console instead features plenty of switchgear, some of it rather awkwardly sited behind my reach thanks to the uncompromising seat. Most of the buttons – including the driver modes – will be familiar to anyone who owns a modern AMG, or Mercedes come to that.

There are other factors at work here, too. The steering is extremely fast, and so my inputs are overkeen at first, the R darting nervously onto unwanted tangents, exaggerated by awkward cambers. The ride is firm, although in the softest setting not overly so, but sitting nearly on top of the rear axle exacerbates the sense of movement over poor surfaces. It also sends the driver a priority-tagged email written in capitals regarding the rear tyres' intentions, and while it's hovering around 5deg C at the moment,

Above: spacious North York Moors favour the AMG.

Below left: filling the GT R's 65-litre fuel tank is a costly experience





**'The GT R has
convinced me
of its hardcore
credentials'**





'It's clear that the Yaris has been developed by a team of dedicated car nuts'

what it's saying about the sudden manner in which the Michelin Cup 2s are relinquishing their grip sends my heart rate soaring. The snap of frequent oversteer has all the progressiveness of a hungry alligator.

So the GT R feels emphatically hardcore. Yet as I've already said, hardcore can come in all shapes and sizes, and there's much more to this trip than just getting to know the GT R. Somewhere else on the M1, bobbing along at high speed, heading north with a constant, droning, metallic zing, is a perky, feisty little hot hatch, fizzing with energy and adorned with go-faster stripes. I know *evo*'s James Disdale is – as am I – a very big fan of the Toyota Yaris GRMN, but will he still be after four hours of the M1?

There is a plan in place. Inspired by some glorious magazine features over the past three decades that pitted supercar against hot hatch, we want to take our unlikely pairing on a road trip that exposes their strengths and weaknesses, relative to each other, in different environments. Day one is the Moors. Day two is the Dales. Although, in theory, the AMG and Toyota share so little, they're also examples of cars that put the driver very firmly at the centre of their existence – cars that we want to celebrate.

Before we start, though, it's time for fuel, and then a car wash to keep photographic maestro Gus Gregory happy.

The GT R doesn't need fuelling that often, but when it does it makes wallets spontaneously combust; the GRMN is disarmingly light on the wallet, but a far more frequent visitor – as we shall see.

Dizzy doesn't seem too fatigued after the drive up. 'It's clear that the Yaris has been developed by a team of dedicated car nuts,' he notes enthusiastically, before heading off in search of the first of many cups of tea that punctuate his average day.

Day one is advantage R, and the AMG runs amok on the expansive, wild, North York Moors, its wide-set LED headlamps the eyes of a beast on the prowl with a gruesome appetite to munch on small Japanese hatchbacks. The little Toyota soon learns to keep its distance, for it predictably has no answer to the AMG's 577bhp, even though with 209bhp propelling just 1135kg its power-to-weight ratio is better than a classic Impreza Turbo's. In a Yaris. A Yaris, people.

Initially, I was sceptical whether the 'hot-V' 4-litre AMG V8 would have the depth of character to really blossom in a supercar. No one could ever doubt what a brilliant engine this is, but when essentially the same motor – complete with savage bent-eight soundtrack – can be enjoyed in a 'small' saloon at half the price, would it offer enough extra 'something' to really captivate the soul? In a word, yes. And then some. From the moment it rips into life, to its shuddering idle akin to a cross-channel ferry about to leave port, the V8 is a constant presence, breathing hard through its twin induction tubes and blasting out hot gases through its triple tailpipes, spitting and crackling on the overrun. Throttle response is so sharp it seems impossible that this car is turbocharged at all, a feeling compounded by the rich soundtrack that has the demonic blare of a late-1960s Trans Am racer. There's something about the routing and design of the part-titanium exhaust that makes it sound as though there's a fat, unsilenced side-exit pipe emerging from under the driver's door.

Nevertheless, while there's exhilaration in all this for the GT R driver, so much of the sensation is of a cramping self-restraint, for it would be ludicrously easy, so criminally indulgent, to point that long nose at the horizon and hold the rightmost pedal to the carpet. I can just feel that 150mph cruise, the vision of Whitby Abbey out on the far cliff suddenly appearing as we crest the brow. Of course, I don't, and so the GT R is restricted to the occasional stabs of angry, V8-induced violence, ripping entire car lengths from the Yaris.

After a morning in the GT R, the GRMN feels upright and drastically ordinary, its suspension surprisingly compliant. Just for a split second I question our decision to bring the Toyota along...

Scratch that thought. As we've said on a number of occasions, the driving position is far too high, the ergonomics and general ambience are decidedly low-rent (not that the last point bothers me much), and I would mention the price if they hadn't already sold out. What does instantly appeal, though, is how small the car is overall – an attribute that is priceless on the kind of roads we'll be driving on tomorrow, but which

Below right: Yaris's cabin is low-rent – or 'focused', depending on how you look at it. **Below:** seats are good, but set too high





Toyota Yaris GRMN

Engine In-line 4-cyl, 1798cc, supercharger

Power 209bhp @ 6800rpm

Torque 184lb ft @ 5000rpm

Weight 1135kg

Power-to-weight 187bhp/ton

0-62mph 6.3sec (claimed)

Top speed 143mph (limited)

Basic price £26,295 (sold out)

evo rating ★★★★★





'It's like threading a giant V8-powered needle: an all-consuming mental task'

is also not without appeal today. The GRMN driver has a multitude of cornering lines available through any given corner; the GT R driver usually has one: simply keeping the car between the verge and the white line.

That adds another layer of discovery to the GRMN experience, and I'm not sure I'm enjoying it any less than I did the GT R. It's a properly quick little thing, too, and while the brakes look tiny, the upgraded calipers and J-hook discs have fine stamina and pedal feel. Combine that with a wonderful sharpness of response from the supercharged engine and you're in heel-and-toe heaven.

We decide to transit across to the Yorkshire Dales late afternoon, and having suffered 45mph Britain we reach our evening photo location with seconds to spare. As the sun drops below the highest peaks, so it's time to break for our rural digs for the night. I lead

in the GT R, with the Yaris tucked in behind, and our route consists mainly of a trench-like road that snakes viciously between high walls. I am beginning to feel comfortable in the GT R; the secret is to block out all the drama and keep everything calm. A steering adjustment can sometimes be as small as a squeeze of pressure in one hand, for that's enough to get the long nose to subtly change direction. Along this road, and with dusk rapidly morphing into night, it's like threading a giant V8-powered needle: an all-consumingly exhilarating mental task. I keep my focus, trusting in the car, in its grip, in its feedback.

The GT R has everything from spherical suspension joints and rear-wheel steering, to active aerodynamics and an air management system, and while I couldn't honestly say whether the aero is contributing to the R's fantastic stability at speed, I can really feel how agile the car is on turn-in. At 1555kg it's no lightweight, but it's clear the carbon and magnesium in the structure has helped keep mass to a minimum; it's a big car with a lot of tech, so that figure (15kg lighter than a GT S) starts to look fairly impressive. It can't shake off the GRMN, though, the Toyota surely in its element on this road, although given its perilously low fuel



Mercedes-AMG GT R

Engine V8, 3982cc, twin-turbo

Power 577bhp @ 6250rpm

Torque 516lb ft @ 1900-5500rpm

Weight 1555kg

Power-to-weight 377bhp/ton

0-62mph 3.6sec (claimed)

Top speed 198mph (claimed)

Basic price £144,460

evo rating ★★★★★

level I'm surprised Dizzy hasn't backed off. It must be hurting using all those revs to keep up, but he clearly can't resist the temptation. Neither would you.

Above: GTR's grin makes for an imposing sight in rear-view mirrors. **Left:** interior is cosy; seats grip you tight

AS THE FIRST SHAFTS OF PALE BUT persistent sunlight illuminate a stunning Dales vista all around our hotel, so the after effect of Disdale's commitment last night becomes clear. The Yaris fires with a raspy, agitated cold-start routine, exhaling deeply through its tiny central pipe, but the one-mile range promised to us over a beer last night is now a series of dashes on the primitive TFT display. Ahhh.

No need to worry: we're within walking distance of a quaint little rural petrol station, a perfect, albeit coincidental, bit of planning on *evo*'s part. Or rather it would be if that garage hadn't run dry, which is how I come to be short-shifting in the Yaris, desperately eking out the last dregs to get us to the next village and an even smaller fuel station.

This is totally counterintuitive, because right from the off the GRMN begs to be driven flat out,




**‘The AMG possesses a
rich seam of ability that
transcends the obvious
hardcore attributes’**










connecting in a way that's hard to reconcile with mere numbers, or even logical thought. But the more I mull it over, the more it feels to me to be centred on the drivetrain; a realisation, perhaps, that the great hot hatches haven't just been about chassis dynamics, or lap times, or raw performance statistics, but about an indefinable spirit that envelops you the moment you slam the (often tinny) door behind you.

Yesterday's action was just a preliminary skirmish, it's today that we'll really discover what our cars have to offer, with a route that takes in some of the most beautiful but challenging roads I know, not just in the UK, but anywhere.

The Toyota's supercharged motor begs to be taken to the red line, then a snap of a gearshift – so delicate, yet precise – and the process begins all over again. Demanding unique gearing for the Yaris was a masterstroke on the part of the Gazoo Racing team that developed the car, because having that frenzied sprinting character at real-world speeds is so crucial in a hot hatch – and its omission the undermining of so many currently on the market.



I glance in the mirror and the GT R's gaping frontage all but fills it, but I can't resist a smirk. I know what's coming next, and it isn't pretty: about five miles of rollercoaster road, enough to have the front splitter of any supercar flying off into the undergrowth within seconds. Surely Dizzy will have to back off.

The smirk soon fades. I thought the GRMN would dance balletically across these roads, but over the worst of the compressions and jumps it's using an awful lot of its damper travel. A couple of times it even hits the bump-stops, which is a bit unnerving. I have no choice but to ratchet back the commitment a tad, and while the inherent agility of the car means it can pull a few lengths out when faced with, say, a sudden S-bend through a narrowing humpback bridge, or any similar challenge, it can never fully break free from the Merc.

When we stop for photography it's soon clear why. Disdale has that look of a man who's just discovered a new love. 'There's so much composure when you put the dampers in Sport; it's got much more control then,' he gushes of the Merc. 'You can really point it into corners and then feed in the power, feeling the tail step out just a fraction on the exit – not sideways, just a natural movement. It's so effective, so controlled.'

This wasn't in the script. Yesterday was Big Car Day, today is supposed to be Small Car Day. No one has told the AMG that, clearly. A development based at the Nürburgring is one of many things that connect these two cars, but it's the GT R that rises to what is, unbelievably, this even greater challenge.

Only when we turn off 'that' road and onto a narrower, equally immersive route does the Yaris pull away. Now the stone walls are really close in, and it's not just the radii of the

'The Merc does well, but it's a sledgehammer to crack a nut. You'd be mad to try to hang on to the GRMN in it here'

corners, but the sudden elevation changes that really make it feel claustrophobic. The Merc does well, but on this road it's the proverbial sledgehammer to crack a nut. You'd be mad to try to hang on to the GRMN in it here. Thankfully, Dizzy isn't mad, and hence I find I'm sailing on alone in the Yaris.

I've been overdriving this car. With such a keen engine and focused demeanour that's the initial temptation, every time, but the epiphany is recognising that the Bridgestone Potenza RE050 tyres just don't offer the initial crispness of turn-in perhaps expected. Combine this with a steering rack that doesn't really build any natural weight and I'm inducing understeer and also exaggerating the sense of body roll by being overly aggressive. And so I calm down, finesse my inputs, and the Yaris really clicks. Its limited-slip differential is so effective, finding extraordinary traction, and I'm then immersed in a whirl of blipped downchanges, the nip and tuck through corners, the rasp of the exhaust – driving just for enjoyment.

I don't think either of us wants the driving to end, but it must, and the long drive south is inescapable. I knew I'd love the Yaris GRMN, and it hasn't disappointed. OK, so it's an expensive, flawed car on a number of levels, but it's also a car able to induce a genuine smile any time and almost anywhere, and as such I emphatically believe it's a real tonic for our times. Even so, it's the GT R that has been the biggest surprise – and possibly impressed me even more. Not because of its ferocious performance – that's a given – but because it possesses a rich seam of ability that transcends the obvious hardcore attributes you'd expect in a car like this.

I leave the exhaust 'on' the whole way home. Silly really, but the combination of that constant thudding blat of a noise, the long bonnet and the piercing arc of the headlamps illuminating the trees has me – despite lacking two cylinders, clearly – imagining I'm in an Oreca Viper GTS-R at Le Mans in 1999. I'm lost in my own world, just me and the GT R.

Maybe that's the real point here: hardcore is a focus that bequeaths a certain purity where nothing else matters, whether it's a dash to the shops in a Yaris GRMN or a night-time mission in a GT R. It's all about the driving. ☒

Top left: gap closes as the roads get tighter. **Left:** side by side, but poles apart in so many ways



THESE ARE HARDCORE

From European coupes to Far East curios, the roster of hardcore driver's cars has members from all corners of the globe, but all follow the same mantra. We look at some of the very best



BMW'S M3, PORSCHE'S 911 AND MERCEDES-AMG's C63 are all achingly desirable machines, cars that have the ability to perform as proficient, exciting road and track cars. But as well as appealing to you and me, they also need to work over a broader spectrum, to satisfy a wider audience, and this means that their ultimate potential to thrill isn't being realised. Narrow such a car's operating window, however, make it stiffer and noisier and its controls heavier, and it can deliver so much more for people like us.

What Porsche, AMG, BMW et al do to make their most hardcore sports coupes feel more at home around the Nordschleife than the North Circular will be familiar to scholars of the Demon Tweaks motorsport catalogue. Big brakes, stickier tyres, roll-cages, bucket seats, harnesses, Plexiglas windows, uprated springs and dampers, thicker anti-roll bars, solid-mounted or rose-jointed suspension, carbonfibre wings, lighter and louder exhausts – these cars already have everything you might otherwise earmark in that sacred catalogue. But the factory-prepped cars also get changes that only their manufacturer could or would make: stiffer and sometimes wider body shells, bigger capacity or unique engines, bespoke gearboxes.

It can be easy to forget just how thorough and comprehensive

the work that goes into such cars is. The leap from 4-series to M4 GTS is colossal; put a C-class next to a C63 Black Series and it's like they're barely related at all. Tot it all up and the price premium – sometimes as much as 100 per cent – that such hardcore cars might command over the merely sporty originals starts to seem reasonable.

But these cars are defined as much by what you *don't* get as what you do. Back seats, sound deadening, door pockets and proper interior door-release handles are rarely seen, and air con and satnav can often be deleted, too. The absence of such non-essential equipment, combined with a higher price, only serves to divide those who 'get' these cars and those who'll never understand. Other than the price, the only major downside for connoisseurs of the hardcore coupe is that they are often limited to tiny numbers or sold only to 'special' customers.

The trend for hardcore coupes really gathered momentum just after the turn of the millennium. Between 2000 and 2004 Lotus released the S1 Exige, Porsche the 996 GT3 RS, TVR the Sagaris and BMW the E46 M3 CSL. Since then, Aston Martin has created the GT12 and GT8 versions of its Vantage, Nismo has given the GT-R a thorough going over, BMW took things really seriously with its M3 GTS and M4 GTS and even the Americans have had a go with the Chevrolet Camaro Z/28.



‘One blast down a straight and you can see why the GT3 RS is one of our all-time favourites’

One of the most unlikely contributors to the niche, however, is Mercedes-Benz. AMG goes some way to eradicate the waftability from many of Mercedes’ coupes and saloons, but it wasn’t until the Black Series arrived that its road cars could really be considered hardcore.

The CLK63 AMG Black Series of 2007 was the second model to bear the dark title (an SLK55 with a fixed carbonfibre roof was the first). The naturally aspirated 6.2-litre AMG V8 was given a less restrictive inlet and exhaust system, a new ECU, bigger radiators and an additional oil cooler to increase its output to 500bhp (up 26bhp). A further two oil coolers were added – one for the seven-speed auto gearbox and another for the multi-plate limited-slip differential. The body was strengthened, strut braces were added and the chassis had bespoke suspension components, too. Even the wheels were vastly different in size and width from a regular CLK’s, although their chrome finish is a reminder to the car’s less-than-hardcore origins.

But then there’s the massive DTM-style wheelarches, the carbonfibre vents, spoiler, diffuser and door cards, the absence of rear seats, and basic cloth-covered fixed-back buckets up front all reminding you that this is no ordinary AMG.

Behind the wheel, the Recaros provide a seating position that makes you feel like you’re being tipped forward, and this focuses your attention on the squat, wide front axle. But you’re glad it does. The CLK Black’s nose is so planted it feels as

though the whole car has grown from the front tyres backwards. The pointy snout is more like that of a featherweight front-drive hot hatch than a 500bhp rear-drive coupe, only there’s none of the pulling and tugging as the driveshafts fight the steering wheel, just a crisp, clean action from lock to lock.

Such aggressive agility and grip has its consequences, though. At speed, each time you move the steering wheel the rear tyres feel as though they’re teetering on the edge of grip. It then only takes the lightest additional touch of the throttle and the gargling V8 can light up the back tyres and you smoke your way through a corner. Do so and you can simply choose your angle: a light throttle keeps it neater, the back tyres just slightly over-rotating, but big jabs of the accelerator induce some spectacular angles – and just when you think you’ve gone too far, there’s just an extra bit more lock than you thought to help catch your slide.

So to get the best out of the Black you need to keep your inputs smooth and be progressive with the throttle, feeding in the prodigious torque as the grip allows. Even with that incredible V8 it’s the CLK’s edgy chassis that’s most memorable. Guiding it through corners is just the most exquisite experience. Until you’ve got used to the Porsche, that is.

Above: GT3 RS rewards commitment; AMG is a joy to guide through corners.

Right: motorsport cues aplenty on the RS; blingy wheels and big arches on the AMG





Credit has to go to Porsche for flying the flag of the hardcore coupe for such an impressively long time. The company helped define what this sort of car is and for over 50 years has created road cars that offer raw experiences. Many of them were born from competition; homologation-special road cars fitted with lighter panels, bigger engines and extra wings to allow evermore trick components to become legal on its race cars. The 911 2.7 RS is one of the most memorable, but the STs that preceded it, and even the 356 Carrera with its four-cam race engine, also fit the hardcore mould.

The 997.2-generation 911 GT3 RS needs little introduction in this magazine. Its race-derived 3.8-litre flat-six provides 444bhp and it has plenty of the hardcore calling cards: a roll-cage, Recaro bucket seats, fabric door pulls, Michelin Cup tyres, a plastic rear screen and a huge wing.

One blast down a straight, with the 'Mezger' flat-six turning a snarling mechanical growl to a shriek as the needle swings around the rev counter, and you can see why it's one of our all-time favourites. The drama unfolding behind you then pauses for the briefest moment as you shift gears at a speed that a PDK 'box would

be ashamed of. The stiff clutch and close gate is far harder to finesse than a simple paddle, but it's infinitely more enjoyable.

However, you begin to doubt the RS's brilliance when you enter the first corner. Being tentative and cautious, as you would be in your inaugural go in a road-legal race car, you're served up heaps of understeer. It feels like a painstaking amount of time before you can get on the throttle fully, each squeeze of the accelerator with any lock on making the nose push wider.

But put your brave face on and properly commit to a corner – brake hard and late, pinning the nose to the line, turn in decisively, use the throttle like you know the rear-engined layout will give you the traction you need – and the GT3 RS makes sense. String a corner together just right, the nose tucking into an apex as you roll off the brakes, settling the car with the throttle, the nose lifting as you power out of the corner, and you won't want it to end.

Ultimately, it's the way this kind of car is set up that's most impressive. The nonsense, take-no-prisoners, absolutely won't-suffer-fools balance and aggression they exhibit is tricky to master, but also phenomenally exciting when you do.

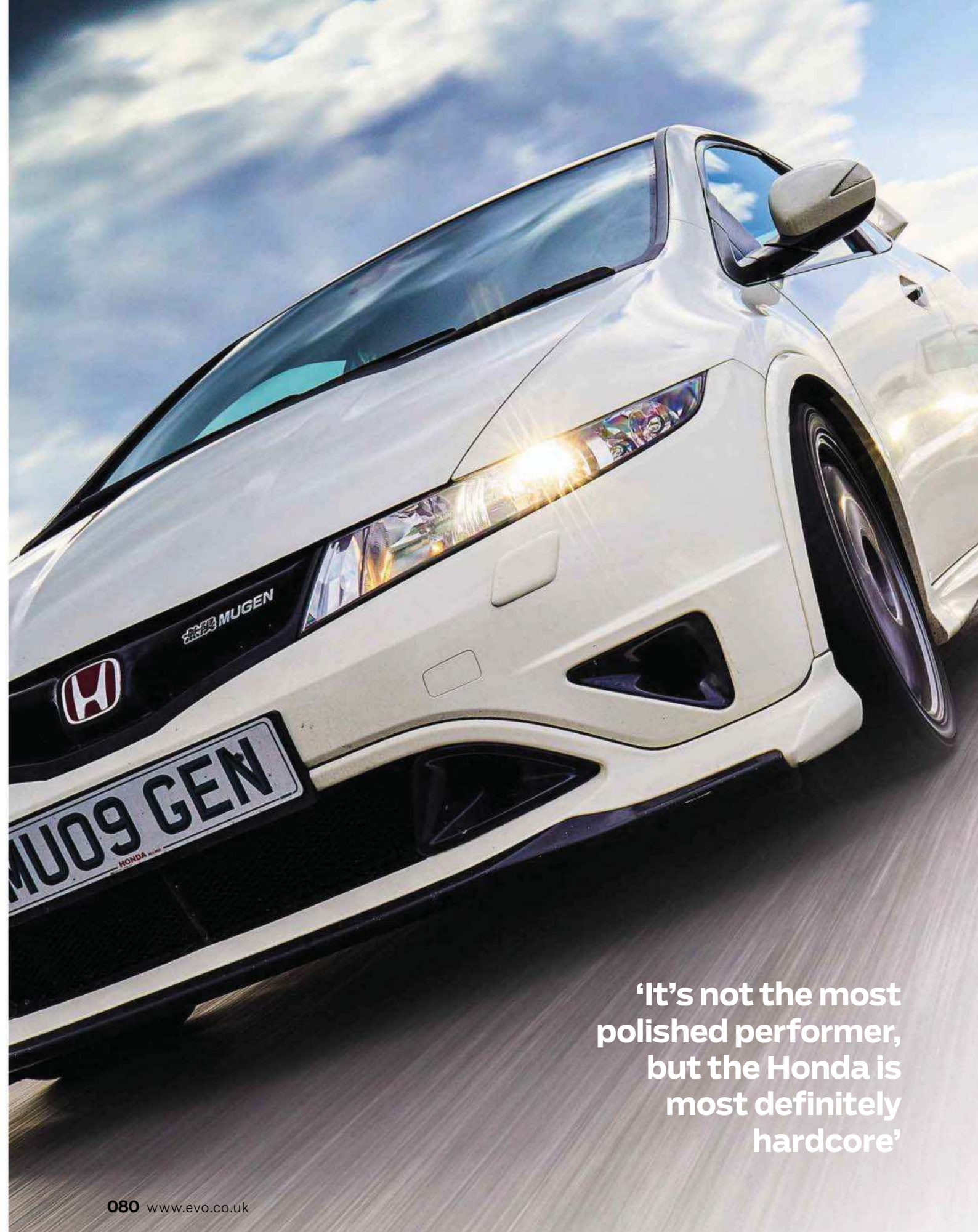
Will Beaumont

Mercedes-Benz CLK63 AMG Black Series

Engine V8, 6208cc **Power** 500bhp @ 6800rpm **Torque** 464lb ft @ 5250rpm **Weight** 1760kg (289bhp/ton)
0-62mph 4.2sec (claimed) **Top speed** 186mph (claimed)
Price when new c£100,000
evo rating ★★★★★

Porsche 911 GT3 RS (997.2)

Engine Flat-six, 3797cc **Power** 444bhp @ 7900rpm
Torque 317lb ft @ 6750rpm **0-62mph** 4.0sec (claimed)
Weight 1370kg (329bhp/ton) **Top speed** 193mph (claimed) **Price when new** £100,760
evo rating ★★★★★



**'It's not the most
polished performer,
but the Honda is
most definitely
hardcore'**



THE HARDCORE HOT HATCH REALLY DEFIES all rational thinking. The best pocket rockets deliver on practicality as much as they do performance and poise, so making one that's as difficult to live with as a stripped-out supercar makes no sense on any number of levels. However, when you're in the pursuit of driving thrills you tend to leave cool, hard logic at the door.

First of the mad hatches was the 2006 Mini Cooper S Works GP, which ditched the rear seats and air con as part of a 50kg diet, and featured a tweaked, 215bhp version of the familiar supercharged 1.6-litre four-cylinder, plus a limited-slip diff. All 459 UK cars found homes, and today prices start at £14k.

A couple of years later came the Renault Sport Mégane R26.R. A carbonfibre bonnet, polycarbonate windows, Sabert racing seats and harnesses and the ditching of soundproofing helped hack an astonishing 125kg from the regular hot Mégane and, in combination with sticky Toyo 888 rubber, saw it deliver a record-breaking 8min 17sec tour of the Nürburgring. Its focus on speed set a trend, with more and more manufacturers turning out specialised hatches tasked with lowering lap times, culminating in 2016's Volkswagen Golf GTI Clubsport S.

It may be based on a Golf GTI, but poke your head inside and there's all the confirmation you'll need that this car belongs in the category marked 'special': a giant strut brace where the rear bench should be and a pair of chunky, figure-hugging seats up front. Oh, and a manual gearbox – the DSG was deemed too chunky. The VW's lap-slaying pace (7min 49sec) comes from its 306bhp 2-litre four-cylinder, carefully tuned aerodynamics, reworked suspension and bespoke Michelins Cup 2s.

In many ways it doesn't feel all that hardcore, with the sophisticated damping and light controls making it as easy to drive as any Golf. It's when you up the pace that the Clubsport comes alive, scything through corners with tenacious grip and unflappable poise. It's a fantastic device, and it's not hard to see why all 150 UK cars sold out almost instantly, or why those that are for sale today command £40k.

That's about what a Honda Civic Type R Mugen cost when

it landed in 2009. Developed and built by Mugen's European HQ in Northampton, just 20 of these FN2 super Civics were made. The naturally aspirated 2-litre VTEC unit featured more aggressive cams, new pistons, a revised inlet system and a remapped ECU, all of which helped raise power from the standard Type R's 198bhp at 7800rpm to 237bhp at a frenzied 8300rpm. It also took seven days to build, compared with a single day for a regular Type R. Elsewhere there was lowered and stiffened suspension, larger brakes, a limited-slip diff and special Yokohamas so attached to the tarmac you wondered whether they were suffering from separation anxiety.

On the move the washboard ride is clearly suited to the track rather than a B-road. It's the engine that shines brightest and dominates the dynamic disposition of the car. But you really, really have to work it hard to get results, the Honda only fully waking up as the needle swings past 5500rpm. From there to the 8600rpm cut-out it's a different beast, revving with real urgency and emitting an ear-tingling metallic howl. It's made even more exciting by the seductively slick gearshift that eggs you on into swapping cogs just for the hell of it. It's not the most polished performer, but the Honda is most definitely hardcore, and in all the right ways.

As for the future of the hardcore hot hatch, SEAT's new Cupra R doesn't really go far enough, and price in this sector is a considerable factor that manufacturers lose sleep over. Not that this stops us from dreaming of the next Mugen Type R or Mégane Trophy RS...

James Disdale

Honda Civic Type R Mugen (FN2)

Engine In-line 4-cyl, 1998cc

Power 237bhp @ 8300rpm **Torque**

157lb ft @ 6250rpm **Weight** 1233kg

(195bhp/ton) **0-62mph** 5.9sec

(claimed) **Top speed** 155mph (claimed)

Price when new £38,599

evo rating ★★★★★

Volkswagen Golf GTI Clubsport S

Engine In-line 4-cyl, 1984cc, turbo

Power 306bhp @ 5800-6500rpm

Torque 280lb ft @ 1850-5700rpm

Weight 1285kg (242bhp/ton) **0-62mph**

5.8sec (claimed) **Top speed** 165mph

(claimed) **Price when new** £33,040

evo rating ★★★★★

THE HARDCORE SPORTING CAR CAN BE found in all four corners of the earth, from the minimalist lightweight French hatchback to a special-edition Aussie V8, but the Japanese strain of the hardcore driving virus is particularly infectious, provoking strong feelings of a partisan nature and often combined with an overwhelming desire to individualise – to modify. Japanese tuning is a way of life for some people, and while plenty of the visual stuff isn't for us, the cars and much of the work that goes into making them faster still most definitely is.

While Japanese hardcore motoring could potentially cover a very broad remit right up to the present day, you and I both know what we're really talking about – that rich seam of performance

classics built between roughly 1989 and the mid-noughties; the Impreza, NSX and Skyline GT-R era.

And there's my first – entirely innocent – mistake, because I've left out the Mitsubishi Evo. Not mentioning the Mazda RX-7 was a potentially abuse-generating faux pas, too. But that's the point in a way: there were so many great driver's cars developed in Japan during this era that you're spoilt for choice, from something as humble as a higher-spec JDM Mazda MX-5 Mk1 to a twin-turbo Supra (those are two more I left out) and all those screaming Type R Hondas (and another one). Until recently prices were, in the main, very reasonable, although that has shifted considerably of late, and you may have to look hard and at something slightly less obvious if you're on a tighter budget.



Japanese manufacturers in this era loved to make a hardcore special, and while you can enjoy them in their factory form, you can also tune them into something altogether different. Here we have an example of each – and it's just a drop in the ocean of what's available and what's possible.

It doesn't get much more hardcore than a Type RA Subaru Impreza. What the moniker actually means has been a little mysterious over the years, but 'Record Attempt' is one meaning and 'Rallying Group A' another. Either way, it stands for a car that's about going very quickly indeed, and emphatically at the expense of creature comforts. This white Impreza here is the very first STi version of the GC8 Impreza WRX, in Type RA form, dating from 1994.

Need an instruction manual to decode that?

Well, turbocharged, four-wheel-drive Imprezas weren't badged WRX in the UK until the advent of the Mk2 in 2000, but the JDM Mk1 Impreza WRX equates roughly to what we all knew as the 'classic' Turbo 2000 in the UK. Ordering your mid-'90s Subaru sports saloon in RA-spec meant you were either a Banbury-based rally team about to build a shell up for a certain C McRae, or a keen amateur trackday goer or hill-climber who didn't mind winding the windows up and down manually if it meant saving a vital few kilograms. Add in the spicy STi bits – the high-revving motor quoted as being on the voluntary Japanese power limit of the day (276bhp), and the brilliantly short gear ratios for maximum accelerative potential (many of these cars melted their engines





'Something like this R34 GT-R is a brutal experience, far more physical and demanding than its present-day R35 equivalent'

in the UK due to constantly running at high revs on motorways) – and you have a car that may have windows and a roof, but is as focused and uncompromising as any pure sports car. Note that the STi version even got a roof air vent – it doesn't get much more Group A homologation fetish than that. At 1200kg (or even less for a non-STi RA) it is wonderfully light by modern standards. Yaris GRMN-light, virtually. It's surprisingly small, too, and its fundamental shape is so inherently bland it's a reminder that the original Impreza legend wasn't built on design or a conventional marketing-led image at all, but through rallying, the ability of the road cars, their value-for-money and the tuning scene.

On the move the RA is fantastically agile, wonderfully intimate and rapid, and, of course, possesses a rumbling soundtrack that will always be what a real Subaru should sound like, whether blasting sideways through Hafren Forest or keeping people awake in a town centre at night.

If you're of the Lancer Evolution persuasion there is

no less choice. With Mitsubishi's great homologation special virtually every version could be called hardcore, let alone the models that fulfilled the Type RA role, namely the pared-back RS that was every bit as spartan as its Impreza equivalent. First-generation Evos (1-3) are harder to find and more for the Evo collector, so it's the wonderful second (4-6) and third (7-9) generations that you're more likely to be looking at. Thankfully, apart from Tommi Mäkinen versions of the 6, in red, most of these cars have yet to become hugely inflated in price on the 'investment' market, so it's possible to find a tidy Evo 6 for below £15,000, with earlier models even cheaper.

Driving an Evo – any Evo – on any kind of journey is a hardcore experience; you don't need to find a great B-road. The sharpness of its responses and the whole unfiltered nature in which it works as a machine has no real equivalent today. They simply don't make cars like this anymore, and what a great pity that is.

Buyers of either the Impreza or the Lancer are often obsessed with originality, and understandably so, but what really can cause trouble is rust. Corrosion isn't something that usually troubles our minds here at **evo** because we deal in predominantly new or nearly new cars, and no one expects them to rust. However, these are Japanese cars based on fairly basic designs that date back to the early 1990s, and decades of salt spray and harsh winters can reduce them to scrap. Evo

Subaru Impreza WRX Type RA STi

Engine Flat-four, 1994cc, turbo **Power** 276bhp @ 6500rpm **Torque** 235lb ft @ 4000rpm **0-60mph** 4.9sec (claimed) **Top speed** 135mph (claimed) **Weight** 1200kg (234bhp/ton) **Price when new** c£13,800 **evo rating** ★★★★★



chassis legs at the rear, for example, often need to be cut away and replaced in major surgery by a specialist. Of course, you could import a car directly from Japan, and these tend to be in vastly better condition – at least underneath.

Let's talk GT-R. It's hard for anything else to get a look-in today when there's a modified Nissan R34 Skyline GT-R parked up in the Bedford Autodrome pitlane. Even the Speciale struggles to garner much more attention, and that's before the big RB26 in-line six fires into life – as you might expect given the visuals, it's loud. We've featured this Hosaka Tuning Factory car before, as it's part of Richard Wheeler's extraordinary collection of Skylines (*evo* 234). Like most of the cars we could feature in this group, there was once a time when Skylines had relatively little value, and the original RB26-engined four-wheel-drive R32 could be had for five grand. Unsurprisingly, those days have sadly long gone for those of us with more meagre means, and the top of the market – for late-production R34s in specific colours – can break the £100,000 barrier for the right car.

Most of those collectors (many stockpiling cars for when they can be officially imported into the US) are after standard-specification examples, and as anyone who knows Skylines can tell you, a standard GT-R is a rare thing. That makes cars that have been tuned well, especially as complete projects by respected tuning

houses, a way into the market at more sensible prices. It's also a relatively cheap way of getting a 600, 700 or even 800bhp car compared with the usual supercar routes into this kind of firepower.

Is it hardcore? In the main, very much 'yes'. Perhaps a standard R33 GT-R is a little more towards a sports GT than a bare-knuckle road-racer, but the R34 put a lot of the aggression back, and the GT-R's six-cylinder engine was specifically designed to handle a lot more power in racing: that's why so many road cars are heavily tuned, because the temptation is hard to resist. It may be four-wheel drive, but something like this white GT-R is a brutal experience, far more physical and demanding than its present-day R35 equivalent.

If you're after a more conventional alternative, there's always Toyota's Supra, but it's getting hard to find good, manual-gearbox examples these days. Not many came to the UK officially, and the Japanese don't like to see their best cars leaving the home country – something that applies to the original NSX as well. The Supra is much more of a GT, too, so to qualify for hardcore status it'll need some modifying. An NSX Type R would do it, but prices of these are in Ferrari territory. Thankfully, you can get at least some of that manic revving experience with an EK9 Civic or DC2 Integra Type R. Like I said, the choice is tantalisingly huge. I'm off to look at early Impreza classifieds...

Adam Towler

Opposite page:

R34 GT-R still draws attention nearly 20 years on; modified six-cylinder is loud.

Above: Type RA has the rumble soundtrack synonymous with Subaru's classic 2-litre flat-four engine

Nissan Skyline GT-R (R34, unmodified)

Engine In-line 6-cyl, 2568cc, twin-turbo

Power 276bhp @

7000rpm **Torque** 289lb ft

@ 4400rpm **0-60mph**

4.8sec (claimed) **Top**

speed 165mph (claimed)

Weight 1560kg (180bhp/ton) **Price when new**

£50,000

evo rating ★★★★★

ARIEL MAKES YOU QUESTION HOW MUCH car you really need. Back seats? Those are just extra weight, more so if you're foolish enough to carry more than one other person around with you. Heating? Not necessary. You dress for a drive in an Ariel much as you might for any other outdoor activity, turning a very long and suspicious eye to the weather before donning as few layers as you think you can get away with for the prevailing conditions. In-car entertainment? You wouldn't be able to hear it over the wind roar and the howl of the Honda engine behind you, and you'll probably be wearing a helmet anyway.

And bodywork? What do you think this is, a Caterham? Even the Nomad – with such luxuries as a thin sheet of Perspex to ensure at least some of your face won't be slathered in mud – allows you to see the front tyres through the exoskeleton and only keeps rain off you if you're in motion.

Ariel, then, offers minimum-car, maximum hardcore. You'll find little – possibly nothing – on them that isn't directly related to either the driving experience or for the boring but necessary subject of legality. So you do get headlights and tail lights, a wiper for the Nomad's optional windscreen, vestigial cycle fenders over each wheel and a set of number plates.

More importantly, you get an engine. A 2-litre K20Z Honda four-cylinder in the Atom, making 245bhp at a suitably Honda-

like 8600rpm, or up to 350bhp with a supercharger in the Atom 3.5R. The Nomad does a little less with a little more, its K24 2.4-litre unit from the US-spec Civic makes 'only' 235bhp at 7200rpm, though the clue to its character is not in the power but the torque figure: 221lb ft at 4300rpm being a mite more useable than the regular Atom's 177lb ft at 7200rpm.

In cars with dry weights of 520kg and 670kg respectively, those outputs are, well, more than enough. The standard 245bhp Atom has a better dry power-to-weight ratio than a Lamborghini Aventador S (479bhp per ton plays 471).

Then there's the huge list of options to turn your just-about-a-road-car into definitely-a-race-car, from sequential Sadev gearboxes to data loggers, slick tyres and carbonfibre front and rear wings – or rally-spec gravel tyres, a winch and a snorkel if you're planning more serious off-roading in the Nomad.

Hardcore? Almost too much for the road in the case of the Atom. As a clue to its focus, an Atom has only appeared in *evo* Car of the Year once, back in 2004, and the weather, wind and grit of north Wales made the experience quite unpleasant for some and meant the Atom narrowly avoided last place – several spots below a Mercedes SLK, of all things. 'Just glad to get back to the hotel in one piece,' was how Peter Tomalin put it. Eek.

Yet Atoms have appeared in our Track Car of the Year tests several times, for the reasons you might expect: they're



blisteringly fast, astonishingly grippy and addictively responsive, while bugbears such as a firm ride and a lack of weather protection fade into insignificance when you're reeling in supercars like they're superminis.

The Nomad's trick is combining the Atom's thrills with more usability. Not in the traditional sense – you probably wouldn't go shopping in it, though we'd positively encourage the odd sortie for a pint of milk or loaf of bread, particularly if there are a few green lanes between your home and the corner shop – but nor do you need a socket set to adjust the driving position, a full-face helmet to preserve your vision, or an aversion to anything approaching a bump. The Nomad's long-travel suspension absorbs everything a road can throw at it without ever feeling floaty, and the car also squats, dives and rolls enough to let you know what's going on underneath you.

As we discovered upon the Nomad's launch, this extra travel makes even more sense away from tarmac, on the sort of surfaces that even an Impreza might think twice about. Just as the Atom has kept pukka race machines honest in our on-track tests, so the Nomad didn't lose its shine (metaphorically, at least) when up against WRC Fiestas and Tuthill 911s in Henry Catchpole's gravel group test in *evo* 218. Kicking stones in the face of race cars? That's pretty hardcore.

Antony Ingram



**'You'll find little
on them that isn't
directly related
to the driving
experience'**

Below: Nomad, with optional windscreen.

Bottom: no such luxuries on the Atom...



Ariel Atom 245

Engine In-line 4-cyl, 1998cc **Power** 245bhp @ 8600rpm **Torque** 177lb ft @ 7200rpm **Weight (dry)** 520kg (479bhp/ton) **0-60mph** 3.1sec (claimed) **Top speed** 145mph (claimed) **Basic price** £30,573 **evo rating** ★★★★★

Ariel Nomad

Engine In-line 4-cyl, 2354cc **Power** 235bhp @ 7200rpm **Torque** 221lb ft @ 4300rpm **Weight (dry)** 670kg (365bhp/ton) **0-60mph** 3.4sec (claimed) **Top speed** 134mph (claimed) **Basic price** £33,000 **evo rating** ★★★★★





OF THE CARS IN OUR GATHERING THAT have evolved from existing models, it's the mid-engined machines that were ripest for the hardcore treatment. Perfectly balanced thanks to their motorsport-inspired distribution of masses, they have the capacity to thrill like no other. Yes, they can also snap with the ferocity of a great white, but this fine line between risk and reward is all part of their sweaty-palmed, heart-racing appeal.

The 360 Challenge Stradale of 2003 galloped pretty much straight off the circuit and onto the road. Light, powerful and with a laser-guided focus on driver engagement, it was raw and richly involving in equal measure. The 430 Scuderia upped the stakes and performance four years later, but in 2014 the Prancing Horse took an even bigger leap with the 458 Speciale.

Thanks to its use of carbonfibre, thinner glass, forged alloy wheels and ceramic brakes, the Speciale trimmed 90kg from the standard 458 Italia, but it was what was hiding under the engine cover that was really exciting. Among a raft of changes, the 4.5-litre V8 featured lightened components and a higher compression ratio, resulting in 597bhp (up from 562bhp) at a howling, nape-prickling 9000rpm – few engines deliver such brutal acceleration or such a symphonic soundtrack.

The suspension was given a similarly no-holds-barred overhaul, plus there were Michelin Pilot Cup 2s and the first iteration of Ferrari's Side Slip Control. The handling was, and is, sublime, with quick steering and a chassis that offers non-stop communication. No pressure then, 488 Pista.

Although a relative newcomer to the supercar class, McLaren had an answer to the Speciale in the form of the 675LT. The legendary F1 and P1 are proper, blue blood hypercars, but it's arguably the 675 that's the most dedicated driver's car yet to turn a wheel out of Woking. Based on the 650S, the LT featured bespoke carbonfibre rear bodywork and radically enhanced aero additions that increased downforce by 40 per cent, plus helped towards the impressive 100kg weight loss over the 650. It was 20mm lower and 20mm wider, while the twin-turbo V8

'Arguably the 675 is the most dedicated driver's car to come out of Woking'

featured many new components, helping to push power up from 641bhp to a demonic 666bhp. The performance figures make fairly startling reading, with the 0-62mph sprint over in 2.9sec and a top speed of 205mph – no wonder some McLaren insiders reckon it's faster than the P1.

Perhaps the most exciting aspect of the LT is its capacity to entertain. Until it arrived, McLarens had gained a reputation for being shatteringly quick but a little aloof – you almost drove by numbers, relying on the car's technology rather than its balance and your feel. Yet from the spartan carbon cabin of the 675 you were treated to a car of true personality, one that could generate incredible cornering forces and lap times that would test the bravest, but one that also dripped with feedback and an intensity that left you buzzing after every journey.

Entry to this hardcore high-end market isn't cheap – you'll need at least £300k to buy either of these models. But they represent the best of their breeds in terms of thrills and enjoyment. The McLaren is wickedly fast and oh-so-capable, the Ferrari one of the very best.

James Disdale

Ferrari 458 Speciale

Engine V8, 4497cc **Power** 597bhp @ 9000rpm **Torque** 398lb ft @ 6000rpm **Weight** 1395kg (435bhp/ton) **0-62mph** 3.0sec (claimed) **Top speed** 202mph+ (claimed) **Price when new** £208,000 **evo rating** ★★★★★

McLaren 675LT

Engine V8, 3799cc, twin-turbo **Power** 666bhp @ 7100rpm **Torque** 516lb ft @ 5500-6500rpm **Weight** 1328kg (510bhp/ton) **0-62mph** 2.9sec (claimed) **Top speed** 205mph (claimed) **Price when new** £259,000 **evo rating** ★★★★★

SLIDE

Lotus's new 3-Eleven 430 offers the best of both worlds – supercar-slaying track performance and a pure and potent driving experience on the open road. A fitting swansong, then, for the fastest road car to ever roll out of Hethel

by JAMES DISDALE

PHOTOGRAPHY by ASTON PARROTT

AWAY





'The acceleration turns from vivid to breathtaking, the car surging forward with real violence'



I

'VE BEEN STUCK BEHIND THE

tracking car for a few laps now as **evo's** Aston Parrott shoots all the angles. The supercharged V6 sitting over my shoulder is happy to amble, but there's a sense of barely contained and powerful forces itching to be unleashed. Finally I'm given a thumbs up, and the car ahead peels off to reveal Hethel's invitingly

long Mansell Straight. Well, you would, wouldn't you?

With second gear hooked and around 2000rpm dialled in, I squeeze the throttle. The response is instant, with no lag and no feeling of inertia. Yet it's only when the bars on the digital rev counter click past 4000rpm that the bottle is truly uncorked and the acceleration turns from vivid to breathtaking, the car surging forward with real violence. The revs rise more quickly, too, meaning I need to get busy with the gearlever to avoid crashing into the 7000rpm limiter. Before I know it I'm in fourth gear, the speedo readout is well into three figures and the buffeting airflow is doing its best to pull the helmet off my head. So, the new Lotus 3-Eleven 430 is fast, then. Very fast.

In fact, it's the fastest road car the firm has ever made. Not only has it set the lap record around Lotus's Hethel test track (1min 24sec, beating the Evora GT430 by 1.8sec), it'll crack 0-60mph in a whisker over three seconds and, if your head's still attached to your shoulders, keep going until it hits 180mph.

So, what is the 3-Eleven 430? Essentially, it's one of the most extreme and focused road-legal track cars money can buy, plus it's a celebratory swansong for the hardcore 3-Eleven series that debuted in 2016. Once the 20 examples of the £102,000 430 have rolled out of Hethel, the 3-Eleven will be consigned to the history books as Lotus looks to the latest phase of its ambitious expansion plan. What do you get for your cash? The simple answer is more power and greater downforce, but there are also numerous detail changes that all add up to deliver one of the most intoxicating experiences you can have on four wheels.

Just like the original 3-Eleven, the 430 gets the same Elise-derived extruded aluminium chassis that features an MSA-approved roll-cage and is covered in all-carbonfibre bodywork, of which plenty is left unpainted – and when you see the quality of the finish you can understand why Lotus didn't want to hide it. However, the 430 benefits from a new rear wing that sits 50mm higher than before, and that works in combination with a longer front splitter to create 265kg of downforce at 180mph – 44kg more than the old car.

Climbing over the high sides (there are no doors) takes practice and gymnastic flexibility, but once inside you'll find a simple yet elegant interior that's geared towards just one thing: driving. The thinly padded carbon seats are new and make up the bulk of the 5kg weight-saving over the previous model (Lotus quotes a dry figure of 920kg), while ahead of the driver is an



almost infinitely configurable TFT display – you can see everything from speed and engine revs, through to a real-time readout of almost every parameter being monitored by the ECU. Next to this is a small carbon panel housing the start button, battery isolation switch and headlamp controls, and, well, that's about it. Yet despite its stark simplicity, the interior feels special. There's the exposed gear linkage with its glorious concoction of cast metal components and polished links – it's a small thing, but it really adds to the bespoke feel. Then there's the exquisitely finished carbon dash and beautifully stitched Alcantara trim covering the seats, gearlever surround and handbrake grip.

Thumb the starter button and, after a brief mechanical churn, the engine cracks noisily into life before settling to a burbling idle. The supercharged 3.5-litre is the same one in the recently revealed Exige and Evora 430 models (**evo** 246), which means 430bhp at 7000rpm and 325lb ft of torque at 4500rpm. Even with your head inside a helmet the engine sounds good, particularly when played through this car's blue-tinged titanium exhaust (£5500; weight saving: 5kg). It's not a sonorous, operatic motor, but its gruff and mechanical growl that grows to an angry blare is perfectly in keeping with the car's character. And then there's the performance, which as we've already discovered is staggering. Below 100mph or so it feels like the 430 has the measure of many supercars, and while the bluff aero pegs the car back a little as speeds rise, it still has the puff to keep you pinned to that lightweight seat.

Yet the 430's prowess around a lap is as much about control as it is power. The unequal-length double-wishbone suspension will be familiar to owners of the old car, as will the Michelin Pilot Sport Cup 2 tyres (225/40 R18 front, 275/30 R19 rear), but our test car is kitted out with the full track-attack options list, which

Left: rear wing sits 50mm higher than on the regular 3-Eleven, helping create 265kg of downforce at 180mph. **Below left:** TFT display is hugely configurable

runs to Öhlins TTX two-way adjustable dampers (£2500) and adjustable anti-roll bars (£1000). The car is set up with everything in medium, and for most people, most of the time, that'll do just fine, as it makes for a car that's absurdly quick through the bends yet amazingly approachable and adjustable.

It's the steering that gives you the first hint that the 430 is a bit special. The small rim requires real heft at low speed, but get moving and the effort required diminishes, yet it still feels meaty and connected, delivering a richly detailed commentary that tells you precisely how much grip there is on the damp but quickly drying surface. There's bags of grip, too, those sticky Michelins clinging on with breathtaking tenacity when warmed through (Lotus reckons 1.5G of lateral grip is available, and my frequently crushed internal organs are inclined to agree). The speed and composure the car displays through the rapid direction changes of the Graham Hill complex has me laughing into my helmet at the absurdity of it all, while through the really fast stuff it's poised and planted, with the merest hint of stabilising understeer. With no stability control, it needs to be, too. The only electronic aid is the clever six-stage traction control that allows you to gradually tweak the digital intervention as your confidence builds. Yet even with everything disabled the Lotus rarely struggles to put its power down.

Yes, you can play with the car's balance, using the throttle to tighten your line and hooking up the Torsen limited-slip differential for some oversteer antics on the exit, but the 3-Eleven is really in its element when driven with precision. Do this, and you're soon sucked into a world where nothing matters but that immaculately executed corner entry, the perfectly sliced apex and the maximum-speed exit. You're further encouraged to push by the ABS-backed AP brakes, which are powerful, progressive and connected to a pedal that's full of feel.

As a track tool the 430 is unrivalled by almost

Right: minimalist cabin puts emphasis firmly on the driving experience; new seats contribute to a 5kg overall weight loss



everything, bar the thinly disguised motorsport machinery you occasionally see at trackdays. Yet while these racing refugees arrive on the back of a trailer, the Lotus can get there under its own steam. If anything, the 3-Eleven is even more absorbing on the road. I politely decline the helmet for my foray onto Norfolk's finest and opt instead for a woolly hat and sunglasses. There's the odd fly-in-the-face moment, but the trade-off is a level of sensory immersion that few cars can deliver. With no glass or pillars to get in the way you get a panoramic view, while your ears hear so much more: the whine of the supercharger, the occasional sigh from the intake system, the *ping-ping* of stones on the chassis.

The 430 is explosively fast on the road, too, but in a different way. Out here you use the prodigious torque, short-shifting the precise and mechanical gearchange to shrink the straights and zap past slower cars. Corners and roundabouts are dispatched with a low-roll, low-inertia disdain, and even at 50 per cent effort the Lotus is still the fastest thing on the road. What's really remarkable, though, is the ride. So beautifully judged is the damping that the 430 glides where other trackday specials would leave you with double vision and a chiropractor bill to match the car's price.

It's hard not to be envious of those lucky enough to get hold of a 3-Eleven 430. On any given trackday it's likely to be the fastest, most fun thing out there. It's also a fitting send-off for one of the fastest, maddest, downright brilliant Lotuses there's ever been. ☒

'As a track tool the 430 is unrivalled. But if anything it's even more absorbing on the road'

Lotus 3-Eleven 430

Engine V6, 3456cc, supercharger **Power** 430bhp @ 7000rpm

Torque 325lb ft @ 4500rpm **Transmission**

Six-speed manual, rear-wheel drive, limited-slip differential **Front**

suspension Double wishbones, coil springs, adjustable dampers, anti-roll bar **Rear**

suspension Double wishbones, coil springs, adjustable dampers, anti-roll bar **Brakes**

332mm front and rear **Wheels** 7.5 x 18in front,

9.5 x 19in rear **Tyres** 225/40 R18 front, 275/30 R19 rear **Weight (dry)**

920kg **Power-to-weight (dry)** 475bhp/ton

0-62mph 3.2sec (claimed) **Top speed**

180mph (claimed) **Price**

£102,000

evo rating

★★★★★





HOWARDS LOTUS

Sports & Prestige Motor Vehicles



Right now we are offering you **2 Years 50 / 50 finance at 0% APR representative** on New Lotus Models*



Evo
Magazine
5 Star
Review

2017 Lotus Elise Sport 220
Red, 1,200 Miles

£39,995

Our Demonstrator



Evo
Magazine
5 Star
Review

NEW Lotus Elise Sport 220
Burnt Orange Exclusive Paint

£49,785

Evo Magazine Sportscar of the Year



Evo
Magazine
5 Star
Review

NEW Lotus Elise Sprint 220
Metallic Grey, High Specification

£52,320

Evo Magazine Sportscar of the Year



2014 Lotus Exige S
Ardent Red, 7,000 Miles

£42,495

Pre-owned example



2016 Lotus Exige Club Racer
Metallic Yellow, 7,000 Miles

£45,995

Pre-owned example



2017 Lotus Exige Sport 380
Metallic Black, 2,500 Miles

£65,995

Pre-owned example



Evo
Magazine
5 Star
Review

NEW Lotus Exige CUP 380
Olive Green Exclusive Paint

£98,995

Limited Edition of only 60



New Evora GT430
Empire Green Exclusive Paint

£125,845

Limited Edition of only 60



2017 Lotus Evora Sport 410
Ultraviolet Exclusive Paint, 1,500 Miles

£77,995

Our Demonstrator



2017 Audi R8 5.2 FSi V10 Plus S-Tronic Quattro
Vegas Yellow, 1,500 Miles, Sport Plus Pack, B&O

£112,995

Pre-owned example



2014 Audi RS4 AVant 4.2 TFSI S Tronic Quattro
5dr Daytona Pearl Grey, 25,705 Miles

£34,895

Pre-owned example



2011 Porsche 911 3.8 997 Carrera GTS PDK
Carrera White, 18,200 Miles

£69,995

Pre-owned example

We Are Always Looking to Buy Quality Stock

To view our full range of Lotus and Pre-owned Prestige cars visit our website www.howardsgroup.co.uk/lotus

Howards Lotus

2, Hildesheim Bridge, Weston-super-Mare, Somerset BS23 3PT.

www.howardsgroup.co.uk/lotus

Tel: 01934 331255

[HowardsLotus](https://www.facebook.com/HowardsLotus) [HowardsLotus](https://www.instagram.com/HowardsLotus)

Lotus Range Official Fuel Consumption Figures in mpg (l/100km) Urban 19.5 (14.5) – 34.0 (8.3), Extra Urban 37.2 (7.6) – 56.5 (5.0), Combined 28.0 (10.1) – 44.8 (6.3). CO2 emissions 149-235g/km. Models shown for illustration purposes only. This offer replaces all previously advertised offers. Subject to status. Terms and conditions apply. *Excluding Elise 1.6 & Evora GT430 models. All new car prices are the MRRP, include delivery & on the road charges. Factory orders available for spring delivery.





by WILL BEAUMONT | PHOTOGRAPHY by ASTON PARROTT

BEAST FROM THE EAST

Lapland in mid-winter might not be the most obvious choice for a road trip, but it offers a refreshingly different driving challenge, as we discover in the fun-loving Subaru BRZ

F YOU'RE THE ORGANISED TYPE

you've probably already planned your summer driving trip. Let me guess: Channel Tunnel, Route Napoléon via the old pits at Reims, into the Alps for a pass or two, up to Stuttgart for the Porsche and Mercedes museums, then a high-speed run to the Nürburgring for a handful of tourist laps. Wine, pizza, beer, steak on a stone. Sounds brilliant. Sign me up.

But in reality, those winding mountain passes will be clogged with cyclists, and a day at the Ring will entail far more queuing than actual circuit activity. So how about swapping the Cup 2s for winter tyres and heading to the frozen north after the clocks go back next autumn?

For us Brits, snow is rarely conducive to enjoyable driving, especially if you value your car. With minimal traction, cars can turn into wayward missiles homing in on the nearest solid object. Even a gentle sideways shuffle into a kerb can prove expensive. And neither is it a picture-postcard scene for long – a snow-covered England is a novelty for about a day, before the grit turns everything grey and slushy.

Northern Europe promises a different atmosphere, one of idyllic landscapes and measured, proficient driving. And frighteningly low temperatures. Heeding the old adage that there's no such thing as bad weather, only the wrong clothes, is critical. As well as your usual coat, hat, scarf and gloves, you'll need some thermals, snow or ski trousers and a pair of suitable boots.

As soon as we exit Rovaniemi airport in northern Finland, we're in what even those with a real aversion to clichés would describe as a Winter Wonderland. We are, after all, in Lapland. The scenery is startling, even if all I can see is sky, trees and snow. The sun is muted, barely reaching above the towering conifers, but as everything is covered in pure, reflective snow, it's far from gloomy.

A perfectly blue sky casts a cool hue over everything at ground level, but there's a band of golden light that runs like a halo along the horizon, adding some warmth to the -20deg C temperature. It's so peaceful that I could imagine spending hours just staring into the silent forest. I'm not going to, though, as there's a fully fuelled Subaru BRZ waiting for some fun...

If you believe what you read online you'll think that front-engined, rear-wheel-drive cars such as BMWs and the BRZ simply don't work on snow; Rally Sweden wins for Escort RS1800s have mostly been forgotten by keyboard warriors. However, the BRZ we're driving today is equipped with something special. It isn't the

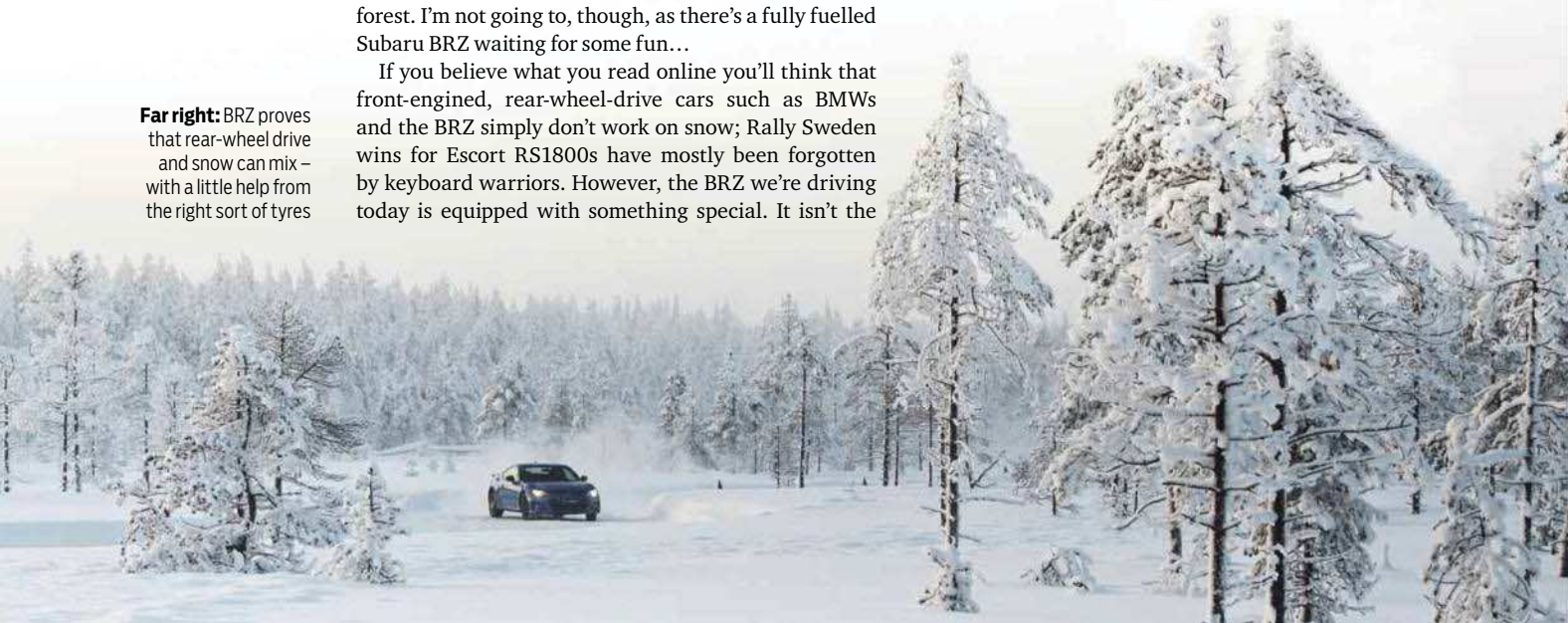


LED front and rear lights, wider front bumper, taller rear wing or smaller steering wheel of this recently updated version that's going to make the difference, but a set of studded tyres. The standard Torsen limited-slip differential will be useful, too.

After photographer Aston Parrott has loaded up the boot with his kit, we set off to find a snowy, rally-stage-like forest road. But first we're on cleared tarmac main routes and the tyres roar as soon as our speed hits 15mph. Even worse, the car shimmies from side to side as if it's floating millimetres above the road, which technically it almost is. If I thought the BRZ's standard eco tyres made it feel indistinct, I clearly didn't know how bad it could get. Time to find some white stuff to drive on, and quickly.

At the first roundabout we aim for a ridge we spotted from the main road. Initially our surroundings are rather suburban, and we peer down side streets hoping to see a tree-lined stretch of snow-covered road. As we start to climb, the junctions become less frequent until they stop altogether, and soon we're on the crest we've

Far right: BRZ proves that rear-wheel drive and snow can mix – with a little help from the right sort of tyres



**'The BRZ feels
totally at ease,
as playful and as
controllable as I
could ever wish for'**



been searching for. The road is wide, with few corners, but blissfully it's covered in snow.

First, a little exploratory acceleration and braking to see how effective these studs are with some snow to dig into. There's lots of wheelspin with aggressive use of the throttle, but then, astonishingly, the car stops like it's on dry tarmac as soon as I touch the middle pedal. Knowing I'm not going to toboggan down a hill and into a tree, that I can stop so well, fills me with confidence.

Still the Subaru wants to rotate: a small tweak of the steering and it immediately begins to slide. There's no point fighting it – the BRZ feels comfortable adopting a little bit of angle and, with my understanding of how well it can brake, I am more than happy to let it. Even on these shallow corners it's not hard to set the car up early for the turn, kicking the rear out slightly with a dab of the brakes, then balancing the small slide until we're aiming up the next straight and winding off the lock.

The road's quieter now, with not another soul in sight. Virgin snow gives everything a welcoming softness, like it's a freshly made bed with plump pillows and new white sheets. It looks comfortable because it is, mostly. The powdery white banks that line the road allow you to sink into them if you try to stand on them. They'll also absorb a car if necessary. With no one else around, and with cushioning snow banks either side, our speed and the angles the BRZ adopts increase. The jeopardy might be low, but that doesn't stop it being unbelievably entertaining, the Subaru dancing up the hill, swaying this way and that, snow roosters shooting up behind it.

And then the road ends, a gate blocking our path. We get out to take in the view, as the already low sun has really started to set now. The temperature is -23deg C, and yes, it's cold, but with very little wind and layers of fleece, down and thermal cotton fabric covering us, we find we can stay out, braving the elements for far longer than we expect. Even so, we don't spend too long outside because we've got the return journey to make, albeit a short one.

By the time we're back near civilisation, the sun has almost set completely and the traffic is more intense. The locals are unfazed by the conditions and drive around at speeds that, to us tourists, seem far too fast. There's none of the tentative snow driving we're used to back home – everyone just behaves normally, which here means keeping your distance from other cars and giving way to others rather than making them stop.

After a dinner of reindeer and blueberry juice (delicious, and even more delicious) we head out to make the most of the long night. There's as little as four hours' light per day here in winter, so if you limit yourself to just daytime driving you won't have long to play. The temperature has dropped by another few degrees and in the open areas closest to main roads and in the suburbs the wind is more prominent, adding to the chill factor. Time to find some more forest roads...

Minutes outside the town, along the main road, we turn left at a gap in the trees. Unlike the first snowy road

'The jeopardy might be low, but that doesn't stop it being unbelievably entertaining'



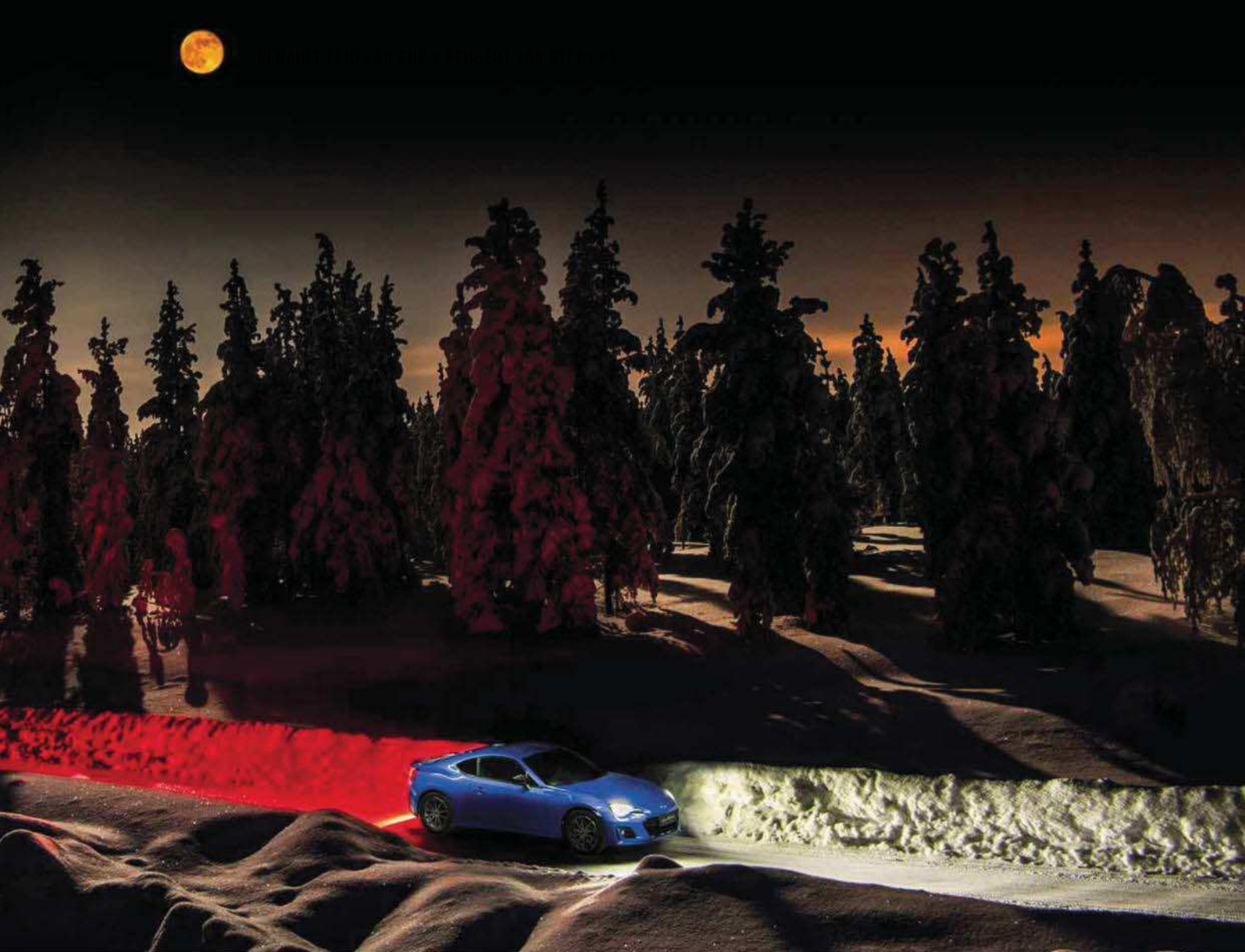
we found, the corners here come thick and fast. They're tighter and close together, and the road climbs more steeply, too. The BRZ feels totally at ease slithering its way up the hill, and with no visible headlights other than the Subaru's new LEDs, I know there's clear road ahead.

Aston is eager to capture the moment on camera, as the sky is clear and the moon is glowing red. He sets up some flashes to illuminate the Subaru on its way up the snowy path between the trees, and after testing they work, we're good to go. Except we're not: the control unit for the flashes has shut down because its battery is so cold. We have another battery, but that will also only give us one shot. One attempt. Sliding the BRZ hasn't been an issue yet – it's as playful and as controllable as you could wish for – but knowing we've only got one chance to get the shot adds pressure on both of us.

Instead, we bundle all the batteries into the cabin. I sit on the big flash ones, squeezing them between me and the oven-hot

Right: studded tyres not so great on bare tarmac; daylight hours are very short during winter this far north. **Above:** night-time temperatures can drop to -30deg C





heated seats like a bird incubating its unhatched eggs. The smaller batteries for the camera are held near the heater outlets. This bumps the power reserves up by at least 50 per cent, but to try to get the flash to fire more than once, we put the control unit into its foam-lined carry case and wedge it on the side of the road. Who knows how long this might extend the battery's life? We might even get two runs. That's enough to calm me, until Aston says: 'Maybe we can get a rear shot, too?'

In the end, the batteries last for as long as we need them to, and after capturing all the shots we need, I'm set free onto the road, unconstrained by the need to get any more photos. One corner followed by another allows you to hold on to the first slide so you can link its finish with the entry to the next turn. This is what the BRZ was made for. The car behaves completely intuitively on the snow, bowing to your every request. Brake bias, steering speed, throttle response, the way the diff locks – it's all so perfectly judged. Yes, the interior couldn't even persuade a long-forgotten MDF-loving *Changing Rooms* designer that it's high quality, and the engine note of the 197bhp flat-four is rumbley in an unsophisticated way. But when you have some tyres you can trust, as you can these studs, it's just the most delightful companion. Sorry, Aston.

Finland isn't just around the corner from the UK, I know that. It isn't even, really, a two-day drive away. Sorting appropriate tyres is a faff, too. You can buy studs in the UK, but I wouldn't recommend you use them back home, so you'd need the space to carry a second set of wheels with you, switching over when conditions dictate. Or you could try to find a set of temporary wheels and studded tyres when you arrive. Starting your journey on ordinary winters and using them throughout would be easiest, but they wouldn't have the same bit on snow as studs.

So is it worth driving all this way, and all the effort? For the opportunity to drive on quiet, snow-covered roads, just about. If that's all you want to do, though, there are plenty of driving schools based on frozen lakes that you can simply fly to and then enjoy in a provided car. The choice is vast and varied, too. For example, Tuthill's Below Zero Ice Driving based in Åre, Sweden, uses rally-prepped air-cooled 911s; Lapland Ice Driving has a broad selection of cars, from Subaru WRX STIs to Porsche 911 GT3s, and a range of recognisable racetracks from around the world cut into the snow; and there are also more affordable options where you drive older BMWs, Mercedes and Escorts, such as Dagali Opplevelser's driving events in Norway.

You'll get many of the same thrills at ice driving experience, it'll be far easier to organise, it'll take you a fraction of the time and you won't have to worry about tyres, but you'll sacrifice a lot of the adventure. Like when you head to France, Germany and Italy, there's more than just the driving to appreciate in northern Europe. You can swap your Nordschleife laps for sessions on an ice lake, swap car museums for a go on snowmobiles, and the mountain scenery for bright white forests. You might even want to swap the beer and wine for the blueberry juice, too. ❧



'The BRZ behaves completely intuitively on the snow, bowing to my every request'





by ANTONY INGRAM

PHOTOGRAPHY by ANDY MORGAN

NIGHT RIDERS

Volkswagen has big expectations for its latest supermini, the Up GTI. But does it have what's needed to topple Renault's Twingo GT?





A

AMONG THE LESS ENJOYABLE ASPECTS OF WORKING

at *evo* – buffing mud off a car in the middle of a hailstorm on a Welsh mountain; losing sensation in your buttocks on a Ryanair flight; failing to find a reliable driving partner on a launch event and having to share a car with a Brexit enthusiast from the *Clacton Daily Bugle* – trying to turn a seven-foot-wide sports car around between two muddy banks to make another pass for a photographer lurks somewhere towards the top of the list.

A First World problem, I know, but it is one unknown to drivers of the Renault Twingo GT. In this car you almost seek out opportunities to take a wrong turn, just so you can twirl the car around in what feels like its own length and fire off in the opposite direction, chased by turbo whooshes, gear whine and the parp of a three-cylinder exhaust note. The Twingo is to multi-storey car parks what a Rothmans 956 is to the Nordschleife, and it turns the to and fro of a magazine photoshoot into something to relish.

At this one particular task it's even better than the latest arrival in its class, the Volkswagen Up GTI. Prior to the Twingo GT most manufacturers had abandoned the idea of the hot city car, so the GTI is welcome new competition. We're clearly not alone in our excitement about it, either, because if you wire your VW dealer the cash, you'll be tapping your fingers for nearly a year before an Up GTI is delivered. SEAT and Skoda, who make their own versions of the Up, have said they won't be building Cupra or vRS versions because 'there isn't enough demand', which seems a bit like Decca Records telling the Beatles that guitar groups 'are on the way out'.

In five-door form, an Up GTI comes in at £100 less than the five-door-only Twingo's £14,250, but £13,750 gets you the three-door version seen here. Neither VW nor Renault has been able to squeeze a powerful four-cylinder engine into their smallest model, so each has resorted to tweaking an existing sub-litre turbocharged three-cylinder. As such, the VW sports a 113bhp, 999cc motor and the Renault a 108bhp 898cc unit, each representing a useful 20bhp-or-so jump over the next model down in the range. Both cars now scramble to 62mph in under ten seconds, the Up managing the dash in 8.8sec and the Renault in 9.6.

From here they differ. The Renault's engine is sited between the rear wheels and drives through a five-speed manual 'box, and the space this liberates at the front is a clue to the hilariously tight

Top right: Twingo can turn on a sixpence thanks to its 898cc three-pot motor being placed at the rear. **Right:** Up cuts a cool figure in night-time Cambridge





turning circle. VW, a brand with plenty of rear-engined heritage, places its engine up front – more like its second people's car than its first. The Up is shorter, wider and taller than that original Golf, but everything from the stocky shape to the surprisingly similar power and performance figures can claim inspiration.

The GTI loses some of the base Up's charming, Apple-like simplicity, but counters with a 15mm lower stance over cartoonish 17-inch wheels, a subtle aero kit and the obligatory red GTI pinstripes. Shooting a black car at night causes much consternation

Above: Up's cabin follows usual VW GTI styling cues. **Right:** both cars sit on 17-inch alloys; Twingo could do with sitting a bit lower, though

for photographer Andy Morgan, but the GTI's chiselled shape looks effortlessly cool slinking through Cambridge during its darkest hours, street lights, road signs and shop fronts reflecting off its flat sides and glass tailgate.

You hop into the Up, the enormous door apertures and high-set, flat, bolstered seats inviting a slightly more carefree entry and egress than most performance cars. There's a trio of instruments, picked out in crisp white letters with sharp red needles. A calming red glow radiates from an overlap in the dashboard, too, though during the day the red and black graphical pattern splashed across the Up's dash is less successful. There's a slim-rimmed steering wheel from the Golf GTI, and also the familiar Jacara tartan fabric – albeit stretched over what appear to be standard Up seats. Predictably, everything feels like it'll still be operating as intended when Up GTIs are the same age Mk1 Golfs are today.

I made the mistake of going for a drive in my old 106 Rallye before the Up was delivered, and it left me frosty towards the VW for the first few miles. Why is the steering so numb? Why is the brake pedal so soft, and why do I need clown shoes to be able to heel-and-toe? And why, for pity's sake, are modern cars so damn large?

That's all a little unfair, of course. The 106 is made from tinfoil and held together with Brie, whereas Volkswagen has, in many respects, found a way to build and sell a Golf GTI for half the usual price. And it's still great fun. The Up GTI scampers around like a tot-hatch should, the steering finding weight and precision once you move a little further away from the straight-ahead, and finally filtering messages to your palms when the front tyres begin to scrub in harder cornering.

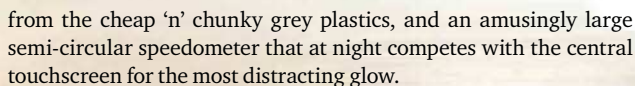
There's grip, but not so much that it feels endless, and there's roll, but not so much that you feel all at sea. The wheels sometimes feel like they lack control over sharper bumps and compressions, and the front tyres sometimes scabble for grip, but this encourages you



100

The three-pot is a joy. Some have complained about the artificially enhanced noise filtering its way into the cabin, but given the raison d'être of a car like this is to make you feel like you're going fast even when you're not, I'm all for it. The 1-litre begins working hard from around 2000rpm, and the growling builds from 3000rpm through to the 6000rpm red line, doing that baby 911 impression that people can't help mentioning when talking about three-cylinder engines. You can select gears as quickly as your arm will shift the lever of the six-speed manual 'box, and only at maximum revs does the engine 'hang' momentarily between gears and disrupt progress.

As outside, so within. The Renault's cabin is cheerier, with splashes of white leather and orange fabric to distract the eye



If you've missed mechanical noise in recent small cars then the Twingo GT might be for you. The starter whirrs momentarily before the engine grumbles into life, producing more vibration than its rival despite being physically further away. The gearshift's throw is longer and slightly more obstructive, and accelerating through the gears the *whooooo* of a turbocharger, *eeeeeee* of gear whine and *brrrrrruuuuuuuggggghh* of the exhaust all compete for your aural attention. Renault has placed its pedals correctly, and the basic driving position is good, too. You sit high, but because the floor is





'In the Twingo the steering tells you virtually nothing'

also high and the windscreen close, the overall effect is actually less MPV-like than in the Up. The Twingo then face plants the next two hurdles: there's no rev counter, and while, like the Up, it lacks a clutch footrest, there isn't any room to rest your left foot at all.

Even if the GT was incapable of generating decent cornering forces this would soon get tiresome (and after a few hours behind the wheel the aches begin to set in), but the Renault has surprising levels of grip. Surprising, initially at least, because the steering

tells you virtually nothing, particularly around the straight-ahead, where it's even less talkative than that of the Up. There's little self-centring either, which sees you making lots of small adjustments to keep the car in your intended direction and means turn-in is a mixture of experience and guesswork.

The front tyres do bite and they do hang on, but by that point you've discovered everything the Twingo's dynamics have to offer. However you drive, neither end of the car will budge under provocation, so the basic hot hatch joy of an adjustable chassis is denied to you. Drive quickly and you'll feel the GT's electronic systems cutting in continually, trimming understeer here and preventing wheelspin there. The ESP can't be fully disabled, which is no doubt sensible given the car's young and possibly inexperienced intended audience, but you feel like a child who's allergic to everything because their parents never let them play outside in the dirt, denied that basic need to learn from your mistakes.

When we arrived in Cambridge, *evo* content editor Jordan Katsianis had spent the day behind the Twingo's chunky wheel and summed it up perfectly: 'You know how we sometimes describe cars as working best at eight-tenths? This feels like a four-tenths car.'

Driven with the utmost smoothness, the Twingo is quick, grippy and probably matches the Up for cross-country pace. Invest any more in terms of speed or technique, though, and the electronics call time on your fun. If you were hoping the rear-engined layout would give the GT a level of expression denied to front-drive rivals, you'll leave disappointed.

The GTI is set on the safe side, too, rapidly braking individual wheels before it'll adopt an old-school VW tripod stance through a corner. You can't turn the ESP off here, either, but the Up feels less restricted by its systems, even if it ultimately lacks dynamic depth itself. But put simply, the Up is more fun more of the time, while its styling and cabin detailing ramp the desirability factor well clear of the likeable but slightly toy-like Renault.

With manufacturers shying away from fun, performance-orientated superminis, both these cars should be celebrated for bucking that trend. For now, Volkswagen has the upper hand over its rivals. ☒

Volkswagen Up GTI

Engine In-line 3-cyl, 999cc, turbo
Power 113bhp @ 5000-5500rpm **Torque** 147lb ft @ 2000-3500rpm **Weight** 995kg
Power-to-weight 115bhp/ton **0-62mph** 8.8sec (claimed) **Top speed** 122mph (claimed) **Basic price** £13,750
evo rating ★★★★★

Renault Twingo GT

Engine In-line 3-cyl, 898cc, turbo
Power 109bhp @ 5750rpm **Torque** 125lb ft @ 2000rpm **Weight** 1001kg
Power-to-weight 111bhp/ton **0-62mph** 9.6sec (claimed) **Top speed** 113mph (claimed) **Basic price** £14,250
evo rating ★★★★★

JOIN evo ON TRACK

**Test your car's limits at
an evo Track Evening.**

11th May – *Bedford Autodrome*

22nd June – *Rockingham Motor Speedway*

27th July – *Bedford Autodrome*

24th August – *Rockingham Motor Speedway*

7th September – *Bedford Autodrome*

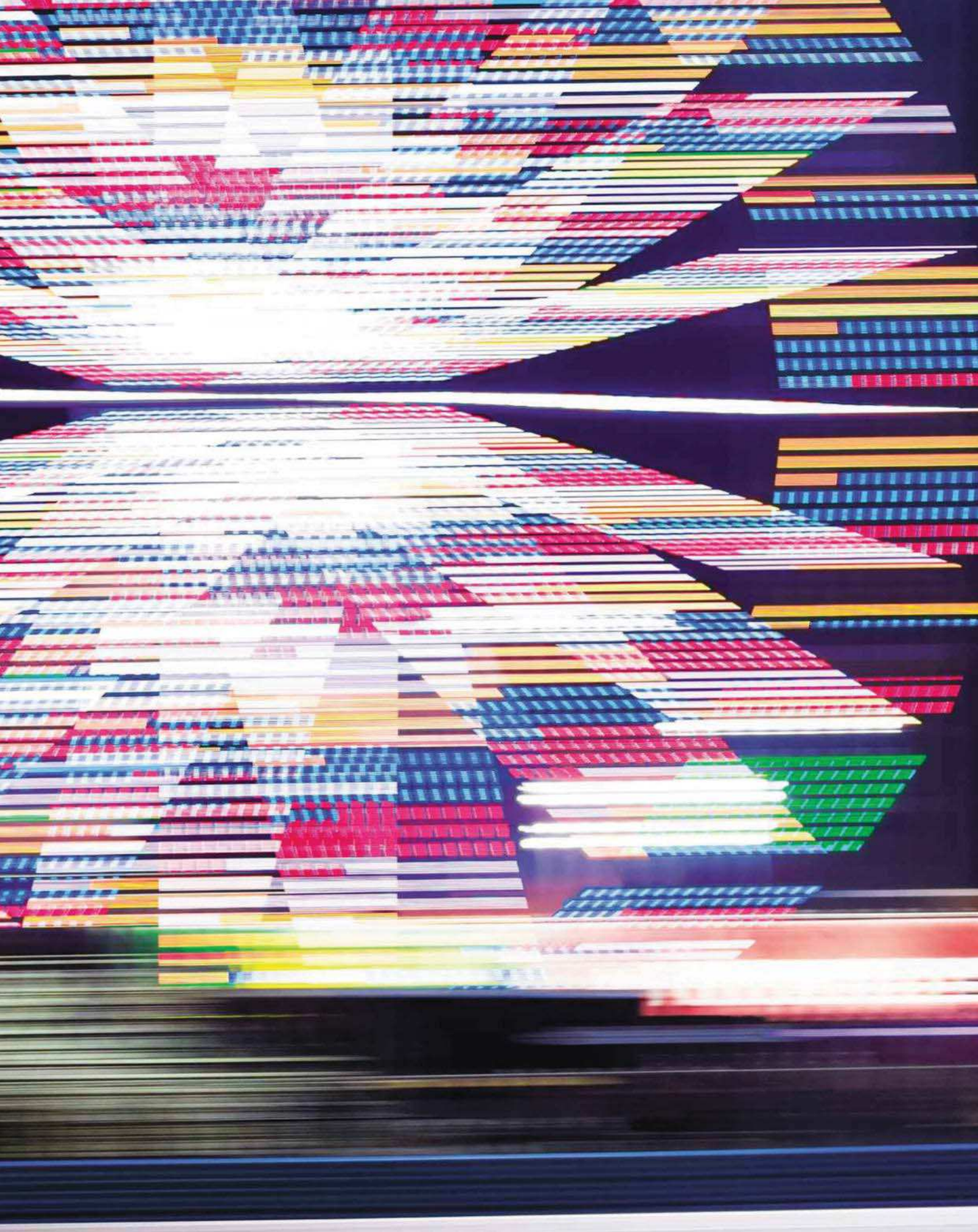
evo track evenings will run from 16:30 - 20:00.

*£125 per car with up to two drivers.

£30 for an additional driver.

BOOK NOW
evotrackdays.co.uk

*Please note that tickets are subject to a £2.50 booking fee.



by WILL BEAUMONT

PHOTOGRAPHY by DREW GIBSON

ENTERTAINMENT **USA**

*Big, brash and in your face,
American motorsport is an
assault on the senses and
offers so much more than just
racing. But can it appeal to
European tastes? We visit the
Daytona 24 Hours to find out*





THE LONG SNAKE OF CARS CRAWLS

around the banking, edging towards the start line, anticipation building for the 24 hours of racing that lie ahead. The speed gradually increases, then, as the front two cars pass the start flag, they dive for the racing line. It's a short sprint to the first corner – a sharp left leading to the Y-shaped infield – and as the prototype cars brake to the apex they emit bangs that sound like weapons-grade popcorn being cooked.

Just as you hear the last explosions, a shrill howl from a Porsche 911 RSR's flat-six cuts through the air as the revs burst at every downchange. The Huracáns and R8s towards the back of the pack then release a naturally aspirated wail too, but at a much lower volume.

Just as the last GT car exits the first corner, the front of the pack starts to accelerate onto the outer oval circuit and you're treated to another cavalcade of noise. The Cadillac prototypes spit out a truly American V8 grumble, but it's nothing on the GTE Corvettes; their exhaust noise alone makes Daytona International Speedway shake. By lap nine, the front-running prototypes have caught up with the slowest GTs and there are cars at every point of the circuit. Sitting in the stadium's tiered seating you're now confronted by a wall of engine noise that promises to persist for an entire day.

The uninterrupted sounds alone should be enough to convert anyone who is sceptical about motor racing in America. Me, however – I was converted before the start of the race. Being oval-based, Daytona is a far cry from old roads through Belgian forests, across French countryside or over German mountain ranges that make up evocative European circuits. It's all pale concrete, manicured lawns and manufactured turns. The gauche advertising columns on the outside of the building, the proclamation that it's 'The World Center of Racing' and a set of stairs to rival the ones to Heaven's Gate on Tianmen Mountain make the whole place feel wearily over-the-top, too.

Make your way into the stadium, however, and up into the main grandstand – which stretches almost a mile along the 'frontstretch' and seats 101,000 – and the first excuse to forgive the circuit's compact, man-made layout presents itself. You can see every corner, straight and aspect of the track. Venture to the infield and, before the racing has even started, the event gets even better. And it doesn't cost a fortune if you want a ticket that gives you more than just a seat: a grandstand

and infield pass for two days is \$69, just less than £50 (stadium-only is \$40, under £30).

Once you're on the inside of the oval there's a feast of activities to take part in – a fair with a big wheel, car manufacturer stands and parking for car clubs. The paddock is also open to explore, with the team garages there to peer into from front or back. As the start of the race approaches, you expect access to become more limited. But no. The gates to the circuit, from both the seating and the infield, open to allow the public onto the track. You can climb the banked circuit to see just how steep it is (very), inspect the scars on the wall and see the patch-up jobs on the wire fencing. Getting to see the tarmac up close and experience the place hands-on immediately gives you a connection to the circuit. No matter how man-made and manicured Daytona may look, up close, the track shows its rich character.

While the spectators mill around the track, a procession of prototype race cars get wheeled onto the circuit accompanied by the mechanics, drivers and, to really add to the atmosphere, a marching band. The GT cars sit diagonally in the pits, the teams waiting patiently and proudly next to them as people take photos. In the hustle of the crowds the remaining drivers and teams walk through onto the track, and I bump into ex-racer, Rolex 24 at Daytona winner and friend of *evo* Dario Franchitti. As I am falling for Daytona I'm keen to see what he thinks makes it so special.

'The access,' he says. 'It's a great thing. It's fantastic for the fans who are already there, to keep them interested, and to bring in new fans, because you can get within

'Seeing the tarmac up close and experiencing the place hands-on gives you a connection to the circuit'





touching distance of the cars and the drivers, and that's got to be positive.'

It's a unique environment for the drivers, too: 'Daytona's special and a bit different because it goes back to the way things used to be, when drivers from different formulas would drive. You look at Daytona, there are NASCAR drivers, IndyCar drivers, this year we've got Alonso, so the very best Formula 1 driver's in there. There are also sportscar drivers from European series. You're racing against people that maybe you haven't raced against – and it was in my case – for decades, then also guys you admire from other formulas. So it's just fantastic as a driver.'

Eventually we are shuffled off the track and I make my way onto the outside of the circuit to watch the start from the stands. Rather than letting the pre-race hype die down, the national anthem is sung while everyone around me holds their caps to their hearts and a coastguard helicopter flies by. Just as the chopper goes out of sight, Chip Ganassi, former racing driver, owner of one of the most successful race teams in American history, and this year's grand marshal, calls out over the radio: 'Ladies and gentlemen, start your engines!'

And it's at that moment that I am converted. Turning the mundane task of the teams starting their cars into a spectacle where 50 race engine all erupt into life simultaneously perfectly represents racing in America. The extra glitz, performance and unhindered access I've had preceding the Rolex 24 has provided enough of a show to keep me captivated before even seeing any GT3s or sportscars do battle on circuit.

As the race gets underway, the noise is overwhelming. My viewpoint means I don't miss a second of action, and my love for racing in America is galvanised. After a few minutes I make my way into the infield again to get closer to the circuit – you can get within metres of the hairpins. Once inside the track you're completely encompassed by the sound.

As day turns to night it's easy to spot the spectators

who are there for the racing (most, as it happens) and those just for the craic. The serious fans can be found in the stadium seats (the 'bleachers'), by the side of the circuit next to their own campfires or sitting on top of their RVs, watching the race unfold. Having just as much fun are the other campers, huddled around fires with their old sofas, the gallons of beer they're consuming and their amusing homemade signs. One site even has a projector, gaming seat and PlayStation set up, presumably so they can boast they raced at Daytona.

The finish of this year's race is relatively undramatic compared with previous Daytonas, the Cadillac of Filipe Albuquerque, João Barbosa and Christian Fittipaldi winning with more than a minute to spare. But while there's always a suspicion that the overtly American aspects at US races – the warbly, Mariah Carey-style over-the-top singing of the national anthem, the fly-over, the fireworks, the 'start your engines!' – are there to distract from some sub-par racing, that couldn't be further from the truth. With the best drivers, the most exciting cars and the ability to really follow a race as part of the crowd, US racing doesn't need the extra dazzle to enthrall motorsport fans. That culture, that desire to entertain, is what also allows uninhibited access and creates a glamorous pre-race show. At Daytona, the show and the race is there for you. Europe take note. ✕

The cars

The bottom two classes you'll be familiar with. They're called GTLM and GTD, but you'll recognise them as GTE and GT3. The DPi (Daytona Prototype international) cars are what differ from the top-class sportscars of Europe. Daytona has taken the LMP2 chassis as a basis and allowed teams and manufacturers to use whatever engine they wish and change the way the car looks. This year's Mazda DPi (above) was one of the most beautiful prototype racecars of the last 15 to 20 years. The DPi cars are powered by relevant engines, giving manufacturers a real reason to get involved. The rules also allow privateers to enter.



'As day turns to night it's easy to spot the spectators who are there for the racing and those just for the craic'





TAILORED FINANCE FOR STUNNING CARS

JBR
CAPITAL

Call one of our experts now for a competitive quote on
020 3355 0046 or visit **jbrcapital.com**

Finance and terms subject to status. Advances between £25,000 and £10m.



Buying a £50k Ferrari

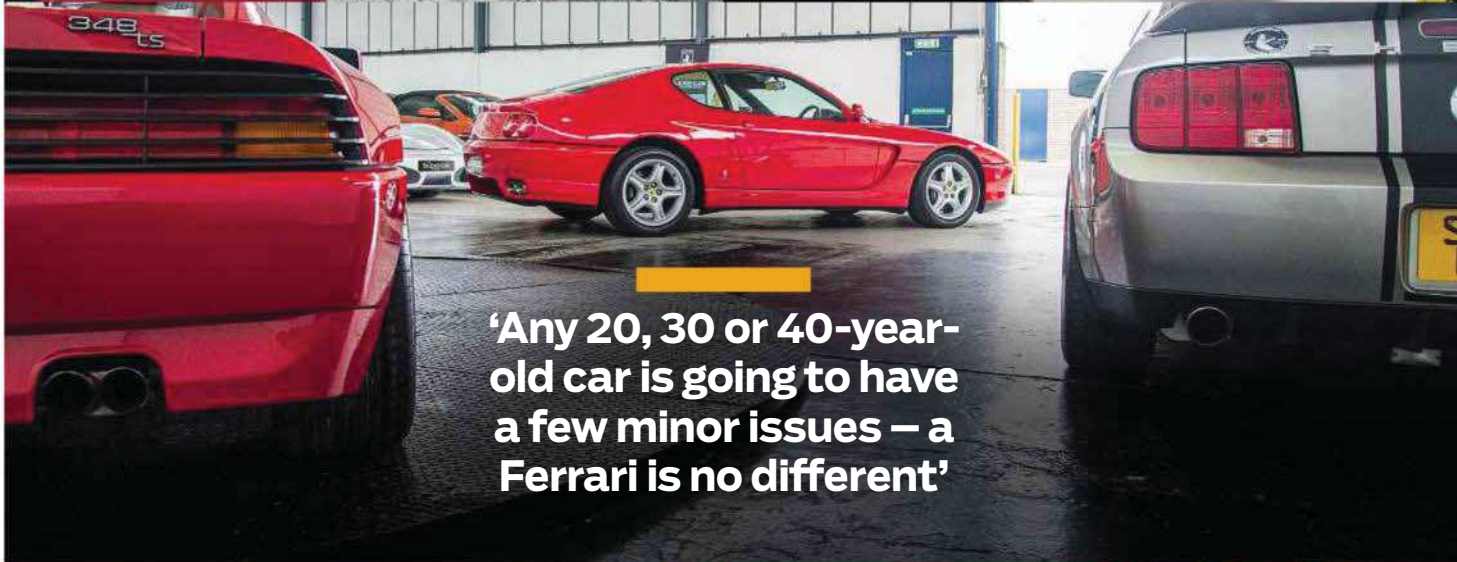
So you want a Ferrari, but your budget only stretches to £50,000. Where do you start? Where do you go? We visit three specialists to find out how to get your dream drive for the price of a new TT RS

Words by Will Beaumont Photography by Aston Parrott

I T MAY HAVE BEEN A MERCEDES-BENZ FOR Janis Joplin, and Porsches for all her friends, but if there's one car that is lusted after more than any other, it's a Ferrari. But buying a Ferrari for peanuts, just so you can say you own a Ferrari, is no longer possible. Or rather it is, but you shouldn't. Today you'll need at least £50,000 to get into one you can enjoy, but the choice at this price is tantalisingly appealing. If it's a V8 you're after, you've got the 308 GT4 or Mondial, or the more modern 348. And within reach is a proper 2+2 V12 grand tourer, too – the 456 GT.

So, you've read the road tests, reviews and buying guides. You know which model you want – or you simply know that you want any one of them, as long as it's a Ferrari – but where do you go?





Left: a car's paper trail is one of the most important aspects when it comes to buying a used Ferrari. **Far left and bottom left:** 348 and 456 are both options at around £50k

Discounting private sales, and because these models rarely come up at main dealers, you've got three options: a Ferrari specialist, a supercar specialist, or, as all of these cars are around 20 or more years old, a classic car specialist. To see the sort of environments this means, we're visiting Mark Palmer at Worcestershire's The Supercar

Rooms, which sells, yes, you guessed it, supercars; Mike Wheeler at Surrey-based Ferrari specialist Rardley Motors; and Mass Abdelhafid at Bell Classics in Hertfordshire.

But what's it like to stride into a showroom packed with pricier Ferraris, more exotic cars or more sought-after classics and make a beeline for the cheapest car on display? Will you struggle to get attention? Palmer, from The Supercar Rooms, tells me why everyone is treated the same: 'A customer unknown to us turned up in an old Peugeot once. He told us he wanted to buy an F50 and a 512M. We located the cars and invited him back to make arrangements to view the cars. He then turned up in an F40.'

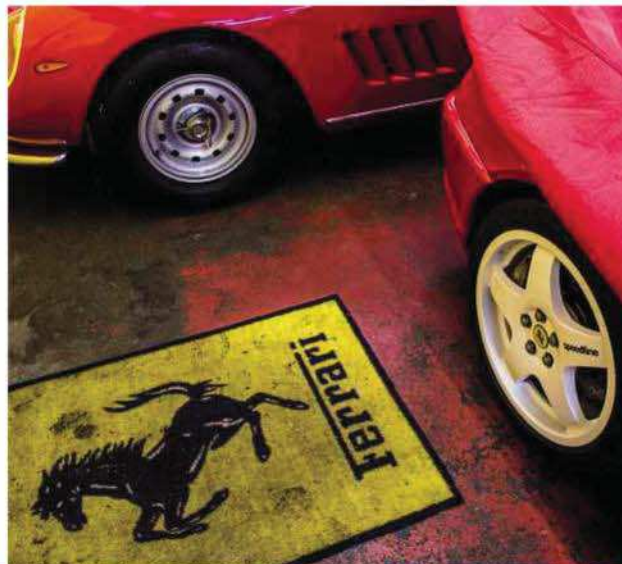
Wheeler, of Rardley Motors, explains that because a £50,000 Ferrari is still a Ferrari, they remain desirable to people with big collections or vast wealth. 'We have a customer who bought a 456 from us not long ago. He's got plenty of other cars, including an F430 and a 308, but he wanted a proper GT car to take down to Europe. The 456 is perfect for that.'

Visit the right specialist, then, and you'll be treated with respect. A good specialist should offer a healthy dose of realism, too. Wheeler, for example, is very honest about the cars that come out of Maranello: 'A Ferrari's best assets are always its engine and chassis, and that's really what you should focus on when buying one. Any 20, 30 or 40-year-old car is always going to have its quirks and a few minor issues, a Ferrari is no different, but you shouldn't let that put you off.'

Different dealers see different buyers, though. Palmer, at The Supercar Rooms, finds Ferrari buyers are more understanding that the car they're purchasing is old and Italian, and things may not be perfect. Porsche buyers, on the other hand, are fastidious about everything being as new. At the classic end of the market, Abdelhafid finds the opposite – here Ferrari buyers seek perfection.

So, what do you need to look for? Those we spoke to stressed how important belt changes are and how significant a thorough history is. Although each specialist consulted is very experienced with these sorts of cars, and can spot what's correct and original and what isn't, if the evidence isn't there it's still difficult for a buyer to feel confident in the car. But it's not just about a paper trail. 'Every Ferrari has a story,' says Abdelhafid, 'classics especially, as they may have travelled the world, been owned by celebrities or eccentric billionaires, and require a journey to fully understand their past.'

The 348 and 456 are some of the last old-school Ferraris – like all the cars that sit close to a £50,000 budget, they come from an era before technology was so integral to Maranello's cars. The V12 in the 456 is a big, unstressed engine, and without any complicated secondary air injectors it's proving to be





'You get all the same benefits as someone buying a £3million DB5'

very reliable. A prevalent issue with 456s is the side windows and door seals – over time the window regulator falls out of adjustment and this creates a gap at the trailing edge of the glass. Readjusting the mechanism and fitting new door seals can improve or completely solve the problem.

The less than complimentary view that many people have of the 348 is mostly because of its lack of technology, as Palmer explains: 'The 348 suffered from a reputation for poor handling. That was then cemented by the release of the F355, which was a huge leap forward.' The 355 was not only faster and better to drive than the 348, it was also easier to drive. But there is less to go wrong with a 348, so it's easier and cheaper to maintain. A good alignment, and the addition of some rear spacers, will significantly improve the way a 348 handles. But really, are you going to be exploring its limits all that often?

With the strictly mechanical 348, like the older 308 GT4 and Mondial, it's the bodywork you need to inspect. Cracks can form at the front and rear edges of the flying buttresses, and if not dealt with can stretch across the entire base of the panel. Corrosion is important to look out for as it's expensive to fix, but it isn't that common because these cars were rarely used in adverse conditions, even when they were new.

Wheeler understands how to keep these cars on the road: 'Realistically, on Ferraris of this age, you will need to spend around £2500 to £3000 a year to keep them running and keep on top of any issues before they escalate.' Not ruinously expensive if you buy a good one, then.

You can't guarantee you'll find a completely reliable, trouble-free car, but it's comforting if it comes from people who know how to look after them appropriately. A specialist with a busy workshop is a good sign. Not just a room with a toolbox and a ramp where a technician 'services' cars, but fully equipped spaces with a handful of cars having a variety of work carried out. Such

as rebuilding a W12 from a Bentley Continental GT, or converting a Ferrari F355 Challenge into a road car, or completing a bare-metal restoration of an Aston Martin DB5.

Such intensive and thorough work is incredibly reassuring. There may be more complex Ferraris in existence, but a £50,000 one is still a complicated machine, and it's reassuring to know the inspection and preparation work has been done by an organisation not worried about tearing down an exotic engine or tackling a detailed restoration.

You can't expect a £50,000 456, 308 GT4 or 348 to have undergone a nut and bolt restoration, admittedly, but it's comforting to know you get all the same benefits – the same background, the same skilled craftsmen having prepared the car in the same well-equipped workshops, and the same assurance – upon buying one as someone shelling out for a £140,000 Porsche 964 Turbo, a £300,000 512BB, or even a £3million DB5. ✕

Financing your Ferrari

Not got £50,000 in cash? Or simply want to avoid a large initial payment? You may wish to consider financing your Ferrari.

JBR Capital chief operating officer Stephen Halstead gave us an insight into the complex world of borrowing money to buy a car: 'Lease purchase is a very popular option, as you pay a small deposit, then have low monthly payments – typically over three to five years – freeing up capital for maintenance and servicing costs. That's then followed by a balloon payment at the end of the term.'

An example quote on borrowing £50k includes a £10,000 deposit, 36 monthly payments of £518.26, and a final payment of £30,000.

'As a responsible lender, we always ensure the payments are affordable for the client, and while many of these cars can be viewed as appreciating assets, we believe they should not be seen solely as investments – you should buy the car you really want and love, that way you'll maximise the enjoyment it brings.'



OFFICIAL
DISTRIBUTOR FOR
HILL ENGINEERING
LARGEST
INDEPENDENT
SUPPLIER OF PARTS
FOR FERRARI CARS

UNRIVALLED
ENGINEERING AND
TECHNICAL EXPERTISE
CONTINUOUS
REMANUFACTURING
OF OBSOLETE AND
UNAVAILABLE PARTS

FAST EXPRESS
WORLDWIDE
SHIPPING DAILY
BIG ENOUGH
TO COPE, SMALL
ENOUGH TO CARE



FERRARI PARTS SPECIALIST

SUPERFORMANCE

SUPERFORMANCE.CO.UK 01992 445 300

CELEBRATING 35 YEARS FERRARI PARTS EXPERIENCE

UNIT G1 RD PARK STEPHENSON CLOSE HODDESDON HERTFORDSHIRE EN11 0BW

CONTACT OUR OFFICE AT ADMIN@SUPERFORMANCE.CO.UK



EVERYONE LOVES THAT FAST CAR SMELL.



NOW ANYTIME CAN BE GO-TIME.

K&N® high-flow air filters are designed to increase horsepower with up to 50% more airflow. And with five-minute installation, better performance doesn't get much easier. Order yours online today.

KNFILTERS.COM



SUPERIOR AIRFLOW. SUPERIOR PERFORMANCE.™



2006 Ferrari 575 SA



£302,500

Argento Nurburgring over Grey, Italian Delivery with HGTC, Just Serviced with Cambelts, 27,000 km, LHD

2003 Ferrari 575M F1



£99,950

Blu TDF over Beige, Comprehensive Service History, Capristo Exhaust, Immaculate, 35,500 m, RHD

1964 Ferrari 330 GT 2+2



£189,000

Rosso over Nero, Preserved and Original, European, Last Owner for over 30 years, 109 k km, LHD

1976 Ferrari 308 GTB



£149,500

Rosso over Nero, Rare Vetroresina Dry Sump, Immaculate with a Comprehensive History, 45,000 m, RHD

2010 Aston Martin DB9



£59,500

Silver Blonde over Black, Full Main Dealer History, Just Serviced, One of the last Manuals Made, 36,500 m, RHD

1966 Aston Martin DB6



£267,500

Capri Blue over Dark Blue, Matching Numbers, Chapman upgraded Auto, Very Original, RHD

1988 Porsche 930 Turbo



£85,000

Silver Metallic over Burgundy, Matching Numbers, 3.3L, Engine Rebuilt 10 k miles ago, 115,000 m, RHD

1963 Aston Martin DB5



£605,000

Silver over Black, Preserved Early Car, 4.2 L Specification with Period Race History, 47,000 m, RHD

+44 (0) 1582 857 940

sales@bellclassics.co.uk

Hill View, AL3 8QE

www.bellclassics.co.uk



AT FACE VALUE, YOU COULD BE forgiven for thinking that Celtic Tuning's Alfa Romeo Giulia Quadrifoglio is just another one-dimensional, big-power machine. The Newquay tuner has developed a software package to take the saloon's twin-turbo V6 from 503bhp and 442lb ft of torque to an even more generous 585bhp and 489lb ft. With no mechanical changes involved, the necessary modifications to the ECU can be carried out by Celtic's network of dealer and mobile tuners. Very useful if you don't happen to live in Cornwall.

During normal driving, you can feel the extra performance right from the bottom of the rev range. Small throttle movements have the car surging forward no matter what the revs or which gear you're in, and you soon recalibrate your own ECU and use one gear higher than you would in the standard car. There's a perverse pleasure to be had from deploying as little of the huge reserves of power as possible, using the tiniest amounts of throttle to pull away from others or overtake, safe in the knowledge that very few cars could keep up if you dropped a few gears and used more than a quarter of the accelerator's travel.

Celtic Tuning's modifications also allow



Above: twin-turbo V6 puts out 585bhp thanks to ECU tweaks; a 660bhp upgrade is in the works

the exhaust flaps to open when the car is in Dynamic mode, so you can savour the Giulia's louder, Race-mode exhaust noise but keep the traction and stability controls on. If you want just the exhaust modification it will cost you £400, rather than the £600 for the full package.



To really appreciate the extra noise you need to work the V6, and as you explore the upper half of the rev range the Giulia's new-found performance is just as startling. The engine is incredibly responsive, much like in the standard car but even punchier. This extra force can cause traction issues out of slower corners, and with the added low-down grunt you can't compensate with higher gears as it'll still spin its wheels easily in third or fourth, especially in the wet. It gives the Giulia a genuine edge that's

usually the preserve of its rival, BMW's M3. However, as the ultra-fast steering and supple yet predictable chassis haven't been changed, it remains delightfully controllable and exploitable.

Although the chassis isn't overwhelmed by the extra power, the electronically controlled limited-slip differential doesn't cope quite so well. Even with the Giulia's regular power the diff doesn't lock up every time you think it should, then at other times it works tirelessly to keep the car straight rather than letting it react naturally to your inputs. Sadly, the extra performance magnifies the diff's quirks. However, it's only slightly more frustrating and certainly doesn't ruin the experience.

There's something very grown-up about the way Celtic Tuning has approached fettling the Quadrifoglio. A 660bhp version, with bigger turbos and a raised rev limiter, is on its way, too. If this 585bhp car is anything to go by, it'll be far more sane than the numbers suggest. Let's hope the diff also gets an upgrade.

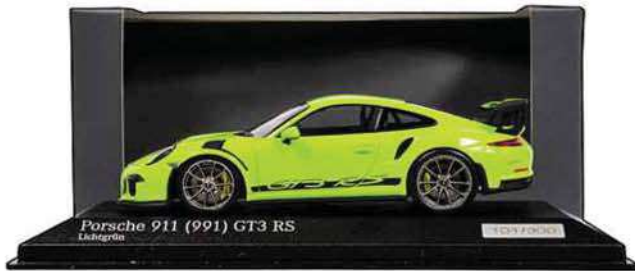
Will Beaumont (@WillBeaumont)

-  Lots of very useable power
-  Which confuses the standard diff even more

evo rating ★★★★★

Bespoke funding solutions from **£15,000** to **£1M+**

Make that dream...



A REALITY



HYPERCAR | SUPERCAR | SPORTS | PRESTIGE | CLASSIC | SUV

Contact us today for your
personal tailored quote
01245 245678
quote@ForzaFinance.co.uk



FORZA FINANCE
Vehicle and Asset Finance
www.ForzaFinance.co.uk

Buying journey

A classic hot hatch, a craving for Caterhams, and some old-school fun XJS-style feature in Jim Winnicott's car history

LIKE A LOT OF PEOPLE, JIM HAS driven some quite ordinary everyday cars, some far more boring than others. But every ordinary saloon or diesel he's owned has been accompanied by a proper sports car.

1. Mini 950 City

'My first car, bought in 1981. I absolutely loved it and would buy it back tomorrow. If it still existed, that is.'

2. Ford Fiesta 1.1 Popular

'The Popular didn't come with a heated rear window or a rear wiper, but it was civilised compared with the Mini.'

3. Peugeot 205 GTi 1.6

'This was my first taste of speed. It was great, and I felt very special driving it. Unfortunately I had to sell it, quoting "company car forces reluctant sale".'

4. Vauxhall Vectra SRI

'The Vectra was my first company car. It was black, with blacked-out windows, and it looked very suspicious.'

5. Caterham Seven Supersport

'I bought myself this for my 40th. It was raw, fast, noisy, impractical, and I loved it, but I had to sell it for those very same reasons.'

6. Ford Scorpio 2.9

'The ugliest car I've ever owned, but it was very smooth and comfortable.'



7. BMW 530d (E39)

'The 530d was my first foray into diesel cars. It was one of the quickest production diesels at the time, I believe.'

8. BMW 535d M Sport (E60)

'A step up from the 530. It had a great engine.'

9. Honda S2000

'It may have had a crazy VTEC engine, but below 7000rpm it felt just like any other Japanese car. Prices are now rising, so I probably should have hung on to mine.'

10. Porsche Boxster S (987)

'I never really liked my Boxster; it just wasn't special enough, and felt no quicker than my 535d company car.'

11. Mercedes-Benz CLS (W219)

'What a mistake. The four-cylinder diesel engine was like a tractor's compared with the one in the 535d. At least it looked good.'

12. Jaguar XF S

'After the Mercedes, I decided to go British. I couldn't fault the Jag, apart from its aged infotainment system.'

13. Caterham Seven 420R

'I craved another Caterham, and I bought it for all the same reasons I sold my first one. This one is so quick and specified to my exact requirements. I had to wait eight months for it to be built and I won't ever sell it.'

14. Jaguar XJS Convertible 4.0 (1994)

'A moment of madness, maybe. It's the smoothest, quietest car I have driven and puts modern cars to shame, really. I recently had it detailed by Perfection Valet and now it looks like new. I am planning a long European trip in it soon.'

15. BMW 530d M Sport (G30)

'I've only had this car a few weeks. It's a tech-fest, with a great engine and clever adaptive suspension and lights.'



WHAT NEXT?

'After my XF S, I've been really impressed with modern Jaguars, and I really like the F-type R Convertible. However, I'd need to build another garage and, even harder, convince my wife before I should get another car.'

Email your buying journey to eds@evo.co.uk

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



26 AND COUNTING



CSR

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

CSR **RPM**
Technik

6TH GEAR

PERFORMANCE ENGINEERING

Tel: 01675 433812
info@6thgearperformanceengineering.com



For the last decade day in and day out, 6th Gear Performance Engineering has employed a highly skilled team of five technicians to service and maintain its sister companies fleet of over thirty hard working experience day supercars.

From 2018 we are proud to offer the benefits of this experience to EVO Readers, with the added bonus of a 15% discount!

From a simple oil change to a nut and bolt rebuild of an Aventador V12, our technicians possess unrivalled experience with all marques and utilise the latest diagnostic equipment and software to keep your pride and joy at the top of its game. For example our well known 260,000 mile Murcielago is now back on the tarmac after a complete ground up restoration.

Our bodyshop encompasses the latest oven technology and colour changes are a speciality. Being supercar owners ourselves we'll devote our experience and customer service to you the customer. Give us a try!

Our 15,000 Sq ft facility is based at Coleshill in the West Midlands just off J9 of the M42.

info@6thgearperformanceengineering.com

ORACLE[®]

F I N A N C E



FUNDING THE WORLD'S FINEST CARS...

- ✓ Now voted Europe's No. 1 Car Finance Broker
- ✓ Personally-tailored funding from £25,000 - £10,000,000+
- ✓ Panel of 20 specialist lenders



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.

UP TO 40% MORE POWER AND TORQUE

FASTER, SMOOTHER
MORE RESPONSIVE



CELTICTUNING

PERFORMANCE
REMAP SPECIALISTS



OUR SOFTWARE IS DEVELOPED IN OUR 2 STATE OF THE ART 4WD DYNO CELLS WHICH ARE CAPABLE OF HANDLING EVEN THE MOST POWERFUL OF CARS.



WITH 14 YEARS EXPERIENCE IN THE TUNING INDUSTRY, YOU CAN BE CERTAIN THAT YOU'RE IN GOOD HANDS.



WE PROVIDE FULL CUSTOM SOFTWARE OPTIONS BASED ON YOUR HARDWARE SETUP FOR MAXIMUM GAINS.



FIND OUT ABOUT
AN ECU REMAP

With one of the worlds largest dealer networks you can choose to visit an authorised dealer across 26 countries or enjoy the convenience of our mobile service.

0333 6000 669
enquiries@celtictuning.co.uk
www.celtictuning.co.uk

ASTON
ENGINEERING



HERITAGE

SERVICING PARTS RESTORATION ENGINE REBUILDS



Tel: +44 (0) 1332 371566

Kingsway Park Close, Derby, DE22 3FP

www.astonengineering.co.uk

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



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

Specialist Cars

of Malton Ltd

Sales: 01653 697722
 Servicing: 01653 696181
www.specialistcarsltd.co.uk

 <p>Bentley Continental GT • In Stock Now • Granite Grey • Convertible Call us on 01653 697722 £79,995</p>	 <p>Porsche 964 C4 Cabriolet • In Stock Now • Basalt Black • Very Low Mileage Call us on 01653 697722 £59,995</p>	 <p>BMW E30 M3 • In Stock Now • Diamantschwarz Metallic • Stunning Example Call us on 01653 697722 £54,995</p>
 <p>Porsche 911 2.7 RS RHD • Lightweight • Very Famous Car • Incredible History Call us on 01653 697722 £POA</p>	 <p>Jaguar E-Type Series 1 2+2 • Full Nut & Bolt Restoration • Very Low Mileage • Signal Red Call us on 01653 697722 £109,995</p>	 <p>Porsche 911 Supersport • In Stock Now • Supersport Targa • Iris Blue Call us on 01653 697722 £64,995</p>
 <p>Citroen DS19 Pallas • In Stock Now • Full Nut & Bolt Restoration • Very Low Mileage Call us on 01653 697722 £49,995</p>	 <p>Porsche 993 Cabriolet • In Stock Now • Polar Silver • Low Mileage Call us on 01653 697722 £54,995</p>	 <p>BMW M5 30 Jahre Edition • In Stock Now • 1 of 30 UK Cars • Very Low Mileage Call us on 01653 697722 £74,995</p>
 <p>Porsche 911/934 Tribute • 934 Jagermeister Tribute • Jagermeister Orange Livery • Low Mileage Call us on 01653 697722 £99,995</p>	 <p>Dodge Viper RT10 • Supercharged • 750 BHP • Low Mileage Call us on 01653 697722 £74,995</p>	 <p>Porsche 930 Turbo - G50 • Guards Red • Low Mileage • G50 Gearbox Call us on 01653 697722 £144,995</p>
 <p>TVR Sagaris • In Stock Now • Iced Titanium • Low Mileage Call us on 01653 697722 £67,995</p>	 <p>Porsche 964 Turbo • Total Concours Car • GP White • Full Nut & Bolt Restoration Call us on 01653 697722 £199,995</p>	 <p>Renault Clio Sport V6 24V • In Stock Now • Iceberg Silver • Cup Upgrades Call us on 01653 697722 £28,995</p>
 <p>Porsche 991 Targa 4S • Very Low Mileage • Sapphire Blue • Very High Spec Call us on 01653 697722 £95,995</p>	 <p>Rolls Royce Corniche III • In Stock Now • Very Low Mileage • Midnight Blue Call us on 01653 697722 £124,995</p>	 <p>Porsche 918 Spyder • In Stock Now • Weissach Package • LHD Call us on 01653 697722 £POA</p>

WWW.SPECIALISTCARSLTD.CO.UK

BBR GTi

BBR MX-5 ND / MK4 CONVERSIONS



SUPER 175



SUPER 190



SUPER 200

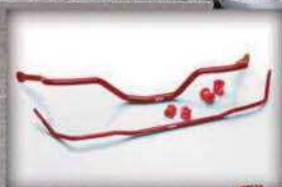


STAGE 1 TURBO

BBR MX-5 UPGRADES AND CONVERSIONS AVAILABLE FOR ALL MODELS



SUSPENSION



ANTI-ROLL BARS



EXHAUSTS



BRAKES

WWW.BBRGTI.COM 01280 700700

[f /BBRGTI](https://www.facebook.com/BBRGTI) [/BBR.GTI](https://www.instagram.com/BBR.GTI) [/BBRGTI](https://www.twitter.com/BBRGTI)



Image courtesy of Steve McCoy Photography – stevemccoy.co.uk

THE RS6 HAS ONE MAJOR PROBLEM. FINDING SOMEONE WHO UNDERSTANDS IT.

The Audi RS6 is probably one of the world's finest automotive engineering achievements on the road today. The V8 is sophisticated, not harsh. Complex, not complicated. And intoxicatingly outrageous. So much is the personality of the RS6, that you'll notice if it's a little under the weather. But you don't just get anyone to diagnose and deliver a prognosis. And there lies the problem. Not many understand your RS6 like we do. Because at Unit 20, we've been taking them apart and putting them back together for well over a decade. Which is why our customers – from far and wide – return to us with their RS6s for the finest tuning, servicing and repairs. Understandably.

If your RS6 is a little misunderstood, 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



GTECHNIQ
SMART SURFACE SCIENCE

LEADING THE WAY IN
**AUTOMOTIVE
DETAILING
TECHNOLOGY**

THREE WISHES
FOR YOUR CAR:



APPLIED BY A MASTER
GTECHNIQ
ACCREDITED
DETAILER



THE BEST AVAILABLE
PRODUCT
PERFORMANCE
& FINISH



9
YEAR
GUARANTEE

Crystal Serum Ultra is the only
ceramic coating that comes with its
own **Gtechniq Accredited Detailer**.

A unique service ensures your car is
detailed to **unrivalled** levels of perfection.
The 10h paint protection offers **matchless**
levels of gloss, surface slickness, swirl and
chemical resistance.



Meet Adam

One of our Gtechniq Accredited Detailers.

GENIE
WITH A BOTTLE

service.gtechniq.com





- Competitive Service & Repair Prices
- Full Aston Martin Dealer Diagnostic Machine
- Aston Martin Trained Technicians
- Vehicle Enhancements & Tuning
- De-Cat Pipes & Sports Exhausts
- Wheel Refurbishments
- Bodywork Repairs
- Leather Repairs
- Formerly Bridge Mill Motors (Same Team)

No affiliation with Aston Martin

AML Performance Ltd

Unit 5C & D Bridge Street Mills,
Elizabeth Street, Macclesfield, Cheshire, SK11 6QA

T: +44 (0)1625 618007

M: +44 (0)7870 618007

E: info@amlperformance.co.uk

W: www.amlperformance.co.uk



0113 288 7553
simplyregistrations.co.uk

Visit SimplyRegistrations.co.uk and browse over 3,000 quality personalised plates



"I will personally handle the transfer of your chosen registration. You will deal direct with me from start to finish. All clients are given my mobile phone number and can call me anytime. I guarantee you a professional and efficient number plate buying experience."

James Saperia, Managing Director

AB III	22 G	82 MC	54 PK
8 AJR	37 GR	MEW II	7 RCH
7 AWG	IIII HB	5 MF	RT IIR
BW III	34 JB	7 MKS	32 SA
76 CL	750 JET	4I NG	7 SCB
13 CT	3I JH	I ODB	79 SL
52 D	750 JJS	86 PA	7 SLC
7I DL	67 JS	PAU IIL	5I SW
DM 38	57 KS	84 PB	6 TRS
2 EA	62 LW	7 PCT	9 VP
16 ES	M 99	53 PD	7 WV

Simply Registrations Ltd, 52 Goldsmith Drive, Robin Hood, Wakefield, WF3 3TF - Registered in England and Wales Number 5368542

High Performance, Highly Personal



2003/03 plate Aston Martin DB7 Vantage GT finished in Grigio Titano with All Charcoal leather and charcoal carpeting. Sports seats, Alcantara headlining, Factory heated front windscreen and powerfold mirrors. Climate control knobs, gear knob, pedal pads and sill plates are all in satin finish aluminium. Parchment with black instrument dials and clock. **42,000 miles**.....£P.O.A.

2003/03 plate Aston Martin DB7 Vantage GT finished in Tour de France Blue metallic with grey leather interior and blue carpeting. GT sports seats, Parchment with black instruments and clock. Climate control knobs, gear knob, drilled alloy pads and sill plates are all in satin finish aluminium. A rare low owner **59,000 miles**.....£P.O.A.

1995/N plate DB7 Coupe with automatic transmission, finished in Chiltern Green mica metallic with Parchment and Forest Green duo-tone hide interior, Parchment Alcantara headlining, green carpeting and burr walnut veneers. One owner from new, full history, original example, amazing opportunity. **9,000 miles**.....£P.O.A.

1996/N plate DB7 Coupe with manual transmission, finished in Chiltern Green Mica metallic with Charcoal and Forest Green duo-tone hide interior, Parchment Alcantara headlining, green carpeting and burr walnut veneers. Heated front windscreen, cruise control, bright stainless steel mesh front grille, Becker Grand Prix Radio Head Unit with Bluetooth, smaller hub caps for the alloy wheels. **17,000 miles**.....£P.O.A.

2003/03 Aston Martin DB7 Vantage Volante with touchtronic gearbox, finished in Nero Daytona Black Metallic with Charcoal hide interior. One of just ten "Keewick" Limited Edition cars. 19in alloy road wheels, sports exhaust, premium audio with sat nav, white-faced instruments and clock. Wind deflector and charcoal leather hood cover. Unique numbered sill plaques. **48,000 miles**.....£P.O.A.

2000/X plate DB7 Vantage Volante with touchtronic transmission, finished in Solent Silver metallic with All Charcoal leather trim, Smoke Grey Alcantara headlining, charcoal carpeting, burr walnut veneers and black mohair hood. Sports steering wheel, sports exhaust and latterly fitted with a modern DAB Alpine Audio head unit incorporating navigation. **28,000 miles**.....£P.O.A.

2011/11 plate Rapide with touchtronic transmission, finished in Lightning Silver metallic with Aurora Blue leather interior, silver stitching, tailor's grey Alcantara headlining, Caspian Blue carpets and piano black veneers. Silver brake callipers, cooled front and rear seats, rear seat entertainment system. **17,000 miles**.....£P.O.A.

Catering for all New Era and Heritage models. From full restoration to that unfortunate chip.
Free estimates and discounts for AMOC members. *All Models Serviced*

Chiltern Aston Centre Ltd, Ley Hill Road, Bovingdon, Hemel Hempstead, HP3 0NW

Tel: 01442 833177 | Fax: 01 442 834 800 | www.chilternaston.co.uk

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



Fast Fleet

THIS MONTH

MERCEDES-AMG C43 ESTATE // **ALFA ROMEO GIULIA QUADRIFOGLIO** //
HONDA CIVIC TYPE R // **BMW M240i** // **AUDI RS3 SALOON** // **LEXUS RC F** // **SEAT IBIZA FR** //
FORD MUSTANG V8 CONVERTIBLE // **PEUGEOT 208 GTi by PS** // **DS 3 PERFORMANCE**

NEW ARRIVAL

Hyundai i30 N Performance

This new kid on the hot hatch block has wowed us in its early tests.
Can it now hold our attention as a long-term prospect?





DEEP IN EVO'S SERVERS IS A document listing every vehicle we've tested in print since the magazine started in 1998. It's a bit of a nostalgia trip, seeing now-defunct brands such as Marcos and Saab cropping up in the list, and being reminded of vehicles that you wouldn't necessarily expect to see in our pages. Remember the Peel P50 we tested in issue 154? Remember the Cadillac BLS *at all*? But today those were mere distractions. I was delving into the list not to marvel over obscurities, but in search of heritage.

Hyundai's history with performance cars has been a patchy one. Way back in issue 009 we drove the Hyundai Coupe F2 Evolution. A homage to the brand's successful F2 rally car, it was expensive next to some stiff coupe competition, but looked distinctive and drove surprisingly well. The cartoonish facelift that followed wasn't so appealing, but Hyundai's subsequent V6-powered Coupe was a better effort. The Genesis coupe tested in issue 131 never made it to the UK, but issue 157's

Veloster did – and never quite hit the spot.

So, that the Hyundai i30 N you see here is already one of our favourite hot hatchbacks is a mark of just how seriously we now take a brand that has often attempted, but never quite succeeded, in kindling *evo*'s fire.

It was a pleasure, therefore, to be handed the key to EN67 LVE and informed that I'd be running it for the next 12 months. I'd joined James Disdale and Will Beaumont on our triple test featuring the Hyundai in issue 245 and our verdict was unanimously in the i30's favour. I'd expected to like it, but not to be enthralled to such a degree by its ultra-precise front end, snappy gearshift and entertaining soundtrack, crackling its way across Dartmoor in a way that made it feel like a Group A rally car had snuck into our test by mistake.

Like that test car, our long-term example is a Performance model, with the full 271bhp and £27,995 basic price. As such, it also gets 19-inch alloy wheels rather than 18s (wrapped in Pirelli P Zeros), an electronically controlled limited-slip diff, an active exhaust and uprated

Above: Phantom Black paint brings a dose of much-needed attitude, reckons i30 keeper Ingram; 19in wheels a clue to this car's Performance spec

brakes. Unlike the car we tested, Hyundai's signature Performance Blue has made way for Phantom Black (both £585), which adds something to the i30 N's basic shape that the insipid racing blue doesn't quite manage.

Two things have struck me over my first month with the N. The first is that it might be a difficult car to hang on to, with photographer Aston Parrott and deputy editor Adam Towler already snatching the key from my grasp – and upon their return babbling effusively about popping exhausts and meaty steering. The second is that the 50-litre fuel tank might start to grate if the i30 continues returning 30-ish miles to every gallon. In theory that's around 330 miles of range, which isn't desperately bad, but in practice it needs topping-up every 250 miles or so.

One of my first missions (after ensuring my wallet is always within easy reach,



'I'd expected to like it, but not to be enthralled to such a degree'

apparently) will be to decipher the astonishing combination of settings hidden within the car's N mode. Throttle response, rev-matching, E-LSD eagerness, exhaust sound, damper firmness, steering weight and stability control intervention can all be adjusted through several stages. Some seem like sporting tokenism, but others, I suspect, might be quite useful – and I'm looking forward to discovering which is which.

Antony Ingram (@AntonyIngram)

Date acquired	February 2018
Total mileage	2636
Mileage this month	1884
Costs this month	£0
mpg this month	30.3

Mercedes-AMG C43 Estate

The otherwise terrifically well-rounded German estate has shown a rare, and frustrating, sign of weakness

LATELY, I'VE BEEN FINDING the C43's automatic gearbox increasingly frustrating.

It's important to stress that it does a thoroughly excellent job if left to its own devices, slurring seamlessly through all nine ratios, and even when tasked with acting a bit more lively in Sport mode, possessing an uncanny knack of knowing which gear to be in, and when.

However, being the awkward human element as ever, I try to have as much control as I can over my 362bhp performance estate car. Sure, if the journey involves the M25, or for the first 15 minutes after leaving home when both car and me are warming up, then yes, I'll leave it in Comfort and auto. But the rest of the time I like to decide which gear I'm going to use and when – call it good old-fashioned 'driving'. And this is where the C43 reveals a rare weakness.

It starts with the human-machine interface. Like so many German cars, the C43's paddles behind the wheel seem like an afterthought. They're too small, too plasticky, and not terribly well shaped. It's almost as if they're designed to dissuade you from changing gear manually in the first place. Give an Alfa Giulia a try, AMG, and see how it does paddles.

There's nothing wrong with the C43's

full-bore upshifts, nor its whip-crack downshifts; it's when the unexpected happens, or the road gets challenging, or – heaven forbid – you don't shift up in time before the rev limiter. That last one is a real issue. While the V6 is redlined at 6500rpm, the limiter cuts in slightly before that, and if you tag it, the 'box doesn't quite know how to react. It hangs on to the previous gear for an awkwardly long moment, then slurs in the next ratio like a 20-year-old slusher. If you've got the sports exhaust switched on, it all sounds a bit embarrassing, frankly, so it's more important than ever to spot the 'Up!' warning that glares at you from the TFT screen between the main dials.

There are shift lights, too, but these are hidden behind the rim of the wheel for me. Overall, there's a clumsiness to the 'box's operation in these circumstances that undermines the C43's appeal as a car purely to drive. Maybe I should just stop the resistance, put it back in auto, and dream it has a six-speed manual.

Adam Towler (@AdamTowler)

Date acquired	January 2018
Total mileage	4050
Mileage this month	1649
Costs this month	£0
mpg this month	27.1



Honda Civic Type R

As stunning as the Type R is, the little Yaris GRMN is a reminder of how playful hot hatches used to be

I RECENTLY FOUND MYSELF WITH 90 minutes to kill in a part of the UK that I don't know particularly well. It was nearly dusk and it had been lashing down with rain all day, but rather than holing up in a coffee shop and browsing the prices of early Clio 197s and road-legal PI GTRs on my phone, I decided to get out of town, select a minor road at random and head off into the countryside.

Rainwater was flooding off the fields and collecting in large pools on the bumpy, rough and often narrow lanes, while sight lines would come and go as hedges went and came. Not exactly a perfect recipe for a great drive, you might think, yet that is exactly what I had – in a Toyota Yaris.

It may have a silly price (£26,295!), but at that time, on those roads, the little GRMN felt worth every penny. It was completely in its element, its light weight and forgiving ride allowing it to skim over surface imperfections, its talkative chassis feeling at home gently slip-sliding over muddy patches, and its supercharged engine offering ample output for the territory. The experience reminded me

of everything I used to love about hot hatches, but it also made me realise how the breed of bigger, much more powerful hatchbacks that tend to dominate our attention these days are altogether different machines.

That a 577bhp Mercedes-AMG GT R and a 209bhp Yaris (see page 064) do their best work in different environs is not a huge surprise. However, the Civic Type R also operates at its best on different roads to the Toyota. The Honda's larger size and firmer ride in particular rule out the kind of lanes where the compact and more compliant GRMN shone for me – the type of deliciously quiet and complex back-roads that hot hatches of 20-or-so years ago used to thrive on. Along these stretches the Civic would feel too wide to be truly wieldy and would simply be unpleasant as it battled the jagged tarmac passing beneath its wheels. The boosty nature of its turbocharged engine would probably frustrate, too, and you'd hardly ever get to exploit its full 316bhp.

The contrast really brought home to me just how *serious* the most potent hot hatches have become. Not that this is a bad thing

per se: cars such as the Civic can be absolutely stunning when driven on the kind of roads that suit them best, i.e. wider, better surfaced and ideally bone-dry ones. And, of course, there is the flip-side that cars such as the Yaris might feel a bit lost when asked to tackle those roads. But it does feel as if, as hot hatches have evolved, playfulness has been swapped for precision; the ability for them to plaster a huge smile on your face has been traded for the prowess to get your heart pounding even faster and leave you with your eyes wide open.

Which you prefer is down to personal taste, I guess. Me? I certainly miss the former, but I can't deny I find the latter hugely exciting. If I had to make a choice between these two cars I'd pick the Civic. But I would have nothing but admiration for anyone who chose the Yaris.

Ian Eveleigh

Date acquired	January 2018
Total mileage	2373
Mileage this month	1200
Costs this month	£0
mpg this month	29.8



BMW M240i

A spell in the Civic Type R has snapper Aston Parrott re-imagining his M240i long-term

HAVE YOU EVER SWAPPED THE KEY to your own car for the key to a friend's and then wished you hadn't? The temporary change of wheels can provide a fresh perspective on your pride and joy – and not always in a good way.

At **evo** we are extremely lucky to be able to jump into different cars on a regular basis, but this only provides more opportunities for the above scenario to happen, and this month I think I've fallen victim to it. For some time now I've been enjoying life with the M240i and have been prepared to defend it against its harshest critics. But had I spoken too soon?

Needing a little more load space for a recent photoshoot, I managed to bag the keys to a 597bhp Audi RS6 Avant Performance. I absolutely love this car: full luxury with monster autobahn performance and a load area large enough to lie down in. It's almost

perfect for my needs and desires, but with a price two-and-a-half times that of the M240i, so it should be. So my feelings about the BMW remained intact.

But then I managed to wangle a week in our Honda Civic Type R long-term and my thoughts about the M240i were turned on their head as the realisation sank in that it might not be so perfect after all.

Upon first returning to the BMW, I briefly thought some other member of the team had toasted its brakes in my absence, as the pedal travel felt much longer than I remembered. And what had happened to the steering? Why was there now such a loose feel to its action? And clicking paddles seemed so uninvolved after working a gearlever and clutch...

Of course, nothing untoward had happened to the BMW, it was simply that I'd grown accustomed to the more focused controls

of the Honda. A couple of weeks later, with no further car-swapping to confuse matters, I began to appreciate the M240i's own strengths once again: it's fast, it's useable, it looks good and it sounds great. It's best to keep the steering in Sport+ mode, and with the manual gearbox, rather than the optional auto, the BMW could be even more involving to drive. A brake upgrade would be nice, too...

In fact, it may be catering for a different audience as it is, but with careful spec'ing and a few choice modifications, the M240i, like the Type R, could be a real weapon.

Aston Parrott (@AstonParrott)

Date acquired	November 2017
Total mileage	5675
Mileage this month	671
Costs this month	£0
mpg this month	28.0



END OF TERM

Alfa Romeo Giulia Quadrifoglio

Romeo, Romeo, wherefore art thou...? Editor Stuart Gallagher bids a reluctant farewell as his Italian love affair has to come to an end

IT IS OVER. THERE IS NO LONGER an Alfa Romeo in my life, and that makes me really rather sad. No more intoxicating performance and effortless lunges for the horizon. No more whip-crack gearshifts; the end of razor-sharp turn-in and a locked-down rear axle. Farewell to the best car seat I've ever sat in and the most ergonomically sorted cabin this side of a McLaren. Life with the Giulia Quadrifoglio was nothing but a smile-a-mile and utterly beguiling. It was fast. It was thrilling. And boy was it a sight for sore eyes after a long-haul flight.

I fell agonisingly short of hitting 20,000 miles in nine months of 'ownership', and it's this number that stands out. Yes, the 503bhp generated by the Ferrari-derived 2.9-litre twin-turbo V6 was as addictive as pork-based snacks and a pint of Adnams Dry Hopped, but considering Alfa's reputation when it comes to reliability, that RJ66 KZB only visited a dealer once – for a routine service – during that distance should answer all the cynics' questions on this front. While I'm not blinkered to the fact that colleagues on other motoring mags running Quadrifoglios haven't had such trouble-free experiences, I can only report on how *evo's* car behaved and it was pretty much impeccable, although wind noise from both front doors was an issue that appeared to only affect our car and not other Giulias I've tried.

Soon after our car arrived, while fitting fresh tyres following some track work and a full test with an M3 (*evo* 237), Alfa UK replaced



Above: twin-turbo motor offered intoxicating performance. **Right:** looks, ability and reliability. From an Alfa... **Below right:** P Zeros' wear rate was alarming, even without antics like this

the optional ceramic brakes, under warranty, to solve an issue where one of the rear pads wasn't seating properly. Being such a new model, Alfa wanted to send all the parts back to Italy for investigation. Around the same time a clicking noise appeared when the steering was on full-lock. At the service the dealer traced this to one of the backing plates for the front discs catching and duly solved the issue. And that was it. No limp-home modes, no hissy fits, no sitting at the roadside awaiting a day-glo Transit to come to my rescue.

A 'fault' that did frustrate was that the Giulia's diff is set up to aid the car to be as quick as possible round a track, rather than be a show-off and drift from apex to apex. Light up the rear Pirelli P Zero Corsas for more than three consecutive corners and the diff called 'enough' and required time to cool down. But drive it how it was developed to be driven and it would lap until you ran out of 97 RON.

A bigger frustration was tyre wear. The super-sticky Corsas may have delivered leach-like grip, but the pay-off was a wear rate that would make a Pirelli shareholder wince with shame – 3500 miles was the poorest return, with just over 6000 the norm. And rather embarrassingly, we got through one extra

pair of front tyres than we did rears. This was down to the aggressive geometry of the front suspension, which gave the Quadrifoglio its electric turn-in at the cost of eating rubber nearly as quickly as it gulped superunleaded. A gallon every 24 miles, since you ask.

All of this I could live with had I paid the £73,305 (with options), because the Giulia was one of the most enthralling and wickedly brilliant cars I have run. Every drive was a journey that thrilled, one that allowed you to savour every mechanical interaction and relish in the car's quite extraordinary performance. And it was extraordinary in not only the speeds it could reach and how quickly it would reach them, but also in its ability to pile on the speed with unwavering confidence. It didn't go in for



'The 503bhp Ferrari-derived V6 was as addictive as pork-based snacks and a pint of Adnams Dry Hopped'



roaring engines and blaring exhaust notes for the sake of it, but you didn't feel short-changed because of it. The drive modes could perfectly suit your mood, too, with Normal and Dynamic typically offering the best blend, and Race for when you wanted a triple espresso hit.

Then there were the occasions I would step out of the Giulia after a drive and have to think long and hard about what car would have been more involving, intoxicating and thrilling. The answer would always be something rear- or mid-engined from Stuttgart, or of the latter configuration from Hethel or Woking.

Our Alfa wore its Italian heritage on its sleeve. Proud, committed and achingly cool about how it set about the task in hand, it made any M-car visiting *evo* appear to be trying

too hard, and AMGs look like shouty newbies. Audi RS models parked elsewhere.

If you want a fuss-free supersaloon that focuses purely on driver involvement with huge rewards, few in the Quadrifoglio's class come close, and you won't find a more *evo* supersaloon. I miss it terribly.

Stuart Gallagher (@stuartg917)

Date acquired	May 2017
Duration of test	9 months
Total test mileage	19,746
Overall mpg	24.3
Costs	£279 service £2027.94 tyres
Purchase price	£73,305
Value today	£50,000

NEW ARRIVAL

Audi RS3 Saloon

Togged out in Viper Green paint, demure it ain't. But is our new compact supersaloon all bark and no venomous bite?



K, SO WE PROBABLY NEED TO talk about the colour. When I first selected the Viper Green option on Audi's configurator, some of my colleagues raised their eyebrows. The hubbub didn't die down the day the car arrived in our car park, where it stuck out like, erm, a bright-green thumb. There was a sense that maybe it was a bit too much; that the novelty of such a retina-assaulting hue could quickly wear off.

Yet I'm pleased to report that the more I look at it, the more I love it. And I'm not the only one, because I have genuinely not driven a car that has attracted more positive attention. Supercars, stripped-out trackday specials and ultra-rare classics have nothing on this mass-produced, four-door saloon. Parked up in a petrol station, kerbside on the high street or crawling through traffic, this RS3 always gets a thumbs up, plus plenty of 'nice colour' comments. And I don't think they're being sarcastic...

Anyway, that's the colour out of the way – what about the rest of the car? The RS3 lost out to the BMW M2 when they faced off in issue 243, but we have a feeling that with increased exposure the Audi might worm its way into our affections – its lack of immediate driver engagement offset by its ability to access deep reserves of performance, whatever the weather. First choice was which body style to choose. That turned out to be fairly easy, because a fast, compact saloon is at least 15 per cent cooler than a hatchback – that's probably an actual scientific fact.

On top of the Viper Green paint (£2400. Gulp), we selected the £695 diamond-cut 19-inch alloys, £800 matt aluminium styling pack and £795 Super Sport seats with grey stitching, while the tech upgrades run to a Bang & Olufsen hi-fi (part of the £995 Sound and Comfort Pack), folding mirrors (£275) and wireless phone charging (£325). The really big money was spent on the car's dynamics, with adaptive dampers (£995), an RS Sport exhaust (£1000) and the – brace yourself – £4695 carbon-ceramic front brakes. As a result, our RS3's price inflated from a



'We have a feeling that with increased exposure the Audi might worm its way into our affections'



not inconsiderable £43,765 to a breathtaking £58,625. That's nearly sixty grand for a small saloon car, albeit one that's beautifully finished and well equipped, even before the options.

That said, for many the 2.5-litre five-cylinder engine will be worth the price of entry alone. The recently revised unit features an aluminium rather than iron block, saving a handy 26kg, while power has risen to 394bhp. I'll just let that number sink in for a while.

At the time of writing we have only just completed the car's 1000-mile running-in period, but already the five-pot is getting under the skin. From the theatrical flare of revs on start-up, through to its spine-tingly, sports exhaust-enhanced off-beat wail at 7000rpm, it stands out as one of the finest internal combustion engines money can buy. It's potent too, the combination of 354lb ft from 1700rpm and rapid-fire twin-clutch gearbox resulting

Above and left: our RS3's £2400 paintwork has attracted lots of attention already. **Top left:** turbo five-pot is one of the best engines out there, and good for 394bhp and 354lb ft of torque

in electrifying pace, particularly in throttle-sharpened Dynamic mode.

The driver settings also alter the damping, but even in Comfort mode the RS3 feels a little stiff-legged. It's not exactly uncomfortable, although striking an unsighted pothole will cause you to wince – both from the sharp impact and from the thought of those vulnerable 19-inch rims potentially making contact with broken tarmac.

The rest of the driving experience is as you'd expect, with the RS3 feeling planted and composed, particularly so during the spell of wintry weather earlier in the year. The quattro's all-wheel-drive ability to keep

going when others are stranded in a flurry of impotent wheelspin is truly staggering. That said, low-profile Pirellis ain't so good at steering or stopping in the snow, so slow progress is the order of the day. But at least you're moving, which means that there's a chance you'll get home when others are stranded.

With the engine now fully loose and the temperatures rising, I'm looking forward to going a little faster in the Audi and testing the limpet-like traction and iron-fisted composure. I'm also hoping some extra time with the RS3 will reveal a car that brings a little extra colour to my life.

James Disdale

Date acquired	February 2018
Total mileage	1279
Mileage this month	1052
Costs this month	£0
mpg this month	277



END OF TERM

Lexus RC F

In a world of fast German metal, this Japanese coupe proved the obvious choices aren't your only options

PRIOR TO LIVING WITH GY17 OBF I'D never spent much time in a Lexus of any description. To be honest, LFA apart, I'd never really lusted after one, but there was something about the RC F that I found genuinely appealing, and intriguing. It was a car I really wanted to get to know.

The RC F exists on the periphery of a sector dominated by Audi, BMW and Mercedes. Indeed, before the Lexus, I'd run an AMG C63 S. More money than the £67,730 RC F, and a bit more power, but broadly appealing to the same audience. Being a Lexus newbie I'm not sure what I was expecting, but I was quite prepared for the RC F to be a curiosity. Maybe even one

that fell below the dynamic standards of the Germans, but compensated simply by being different. What I wasn't expecting was a car that battled – very convincingly, I might add – on its own terms.

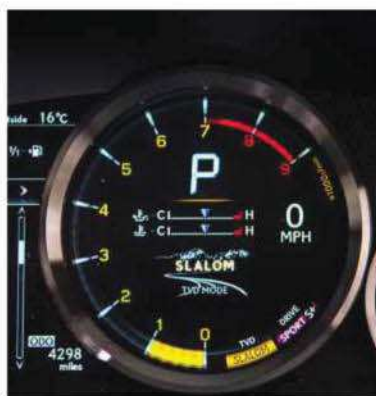
The chassis and engine were both stand-out elements – the former for its balance, supple ride and brilliant on-demand exuberance (helped considerably by the optional, £3500 torque-vectoring differential), the latter for its response, soundtrack and warmth of character. Being naturally aspirated it didn't have the huge swell of near-instant torque we've come to expect from turbocharged engines in this class, and the steering would have benefited

from more feel, too, but the flipside was a car with a big, authentic personality. One that grew with familiarity, and really came alive the harder you drove.

I wish the eight-speed automatic transmission had been more incisive when using the paddleshifters (there was always some latency on upshifts, like fast Mercs from a few years back), but when left to its own devices it was beautifully slick.

Beyond criticism was the all-pervading sense of robustness and quality. Yes, the RC F is a bit chunky at 1765kg or thereabouts, but much like a Bentley, the mass came with brilliant build quality and a great sense

'I love an RS Audi, M BMW or AMG Merc as much as the next man, but their ubiquity only makes the RC F more intriguing'



Above: torque-vectoring diff could be tailored to suit the situation with the RC F's drive modes.
Above right: 5-litre V8 was a real highlight

of satisfaction. Indeed, the whole car was a real quality item, from the glassy paint and tight shut lines, to a nice 'thunk' when you closed the door and the complete absence of squeaks or rattles. The engine barely used a drop of oil, the interior showed no scuffs or signs of wear, and the whole car felt as tight and precise on the day it left as the day it was delivered. Impressive.

Fuel economy? Pretty thirsty, always seeming to hover around the 23mpg mark. Exclusively steady motorway miles would bump this up to 25 or 26 (I once saw 29mpg using Eco mode and a feather-light right foot), but as most of my journeys included some

decent back-roads I could never resist enjoying the V8's performance.

I never managed to fully bond with the infotainment system. The trackpad was neat, but the submenus weren't especially intuitive. The 835W, 17-speaker Mark Levinson hi-fi had a fabulously rich tone to it, but the bass did tend to make the rear-view mirror quake a bit at higher volume.

Sound quality of a different kind came courtesy of an email from an RC F reader, who tipped me off about a tweak for keeping the exhaust silencer valve open by disconnecting a vacuum pipe and stuffing a small pencil into it! It worked a treat, removing the rather contrived step when the valves opened, and making the engine sound much more organic, without making it noisier. It should be like it as standard.

Will I miss the RC F? Very much. Was it what I thought it would be? Yes, and no. It had the quality I was expecting, and you

can't really go wrong with a 470bhp 5-litre V8 and rear-wheel drive. What surprised me was the universal interest shown in the car. There's a buzz about Lexus at the moment, and the F models have genuine kudos. I love an RS Audi, M BMW or AMG Merc as much as the next man, but their relative ubiquity only seems to make the RC F more intriguing. Its rarity suggests it's perhaps too considered a choice, but like many of the good, but less obvious things in life, it's fun to be in on the secret.

I thought I'd like living with the RC F, but I didn't expect to love it. Nor did I expect it to be quite so entertaining and well-sorted for fast driving on UK roads. For once, I'm pleased to be proved wrong by this entertaining, individual and exceptionally well-built machine.

Richard Meaden (@DickieMeaden)

Date acquired	August 2017
Duration of test	8 months
Total test mileage	8799
Overall mpg	23.5
Costs	£0
Purchase price	£67,730
Value today	£40,000



'There's no flared arches or rear wing, and it resembles a scaled-down Leon, but that's no bad thing'

NEW ARRIVAL

SEAT Ibiza FR

It's our first ever Fast Fleet Ibiza. Will this fifth-generation, 148bhp FR version deliver where it counts?

I 'LL DECLARE FROM THE OFF THAT I've never been a huge fan of SEAT's styling. It's always seemed, to my eyes, a bit too conservative – clean and minimalist, yes, but somehow struggling to find its own identity amongst a sea of other VW Group products. Even the sportier variants have looked like they were a little embarrassed to be in the same company as some other manufacturers' wilder offerings. Surely a car with loftier ambitions, even just a warm one, should be as stirring to look at as it is to drive.

So, seeing the latest Ibiza in the **evo** car park came as a pleasant surprise. OK, there's no flared wheelarches or giant rear wing à la Civic Type R, and it resembles a scaled-down Leon (so much so I walked up to one last week thinking it was our Ibiza), but that's no bad thing. Its sharper lines are a welcome



Above: the latest Ibiza's sharp new looks borrow heavily from its Leon big brother; options on our near-£20,000 car include full LED headlights

evolutionary jump from its slightly more 'rounded' predecessor, especially at the rear. Those three creases (carried over from the fourth generation version) above the door sills, beneath the wing mirrors and cutting through the rear light clusters also give it a distinctive

appearance from the side, and particularly suit this, the sportier FR model – the hottest available until the Cupra Ibiza arrives in 2019.

Our FR – remarkably **evo**'s first Fast Fleet Ibiza – comes with the standard 17-inch Dynamic alloys, which are a good match, but optional 18-inch Performance bi-colour items (£325) are available for added visual presence and would be my choice set against the Desire Red paintwork (£650). That colour really pops in direct sunlight, by the way. Twin exhaust pipes, as well as fairly discreet badges on the front grille and tailgate, complete the FR look.

So, box ticked on the aesthetics front. It's safe to say the sporting pretensions continue inside, too. These include the pulsating 'Start Engine' button in front of the gearlever, which fires up the new 1.5-litre TSI Evo unit. It puts out 148bhp and 184lb ft of torque, which SEAT



claims will get the FR from 0 to 62mph in 7.9 seconds, and on to 134mph.

It also features cylinder deactivation technology, using just two of its four cylinders when circumstances allow. That should aid fuel economy, with SEAT claiming 57.6mpg on the combined cycle. Will that be achievable in real-world driving? Only time will tell.

Options fitted include full LED headlights (£480), keyless entry (£245), dual-zone climate control (£320) and the Connectivity Hub (£160) for wireless phone charging, all of which bumps up the £17,680 basic price to just shy of a not inconsiderable £20,000.

It's early days, but I'm already warming to this compact SEAT. Let's see how we get on in the coming months, especially on the regular trips back up to my native Yorkshire.

Jonathan Baker

Date acquired	January 2018
Total mileage	3309
Mileage this month	1539
Costs this month	£0
mpg this month	44.8

Ford Mustang V8 Convertible

Our muscle car gets a new keeper – one with plenty of previous with V8 long-termers. So how will it compare?

REGULAR READERS AMONGST you might be thinking I have a rock star rider that demands I'm furnished with a V8-powered long-termers. OK, so apart from stopgap Fast Fleeters in the shape of *evo's* largely unloved Focus ST Estate and sci-fi BMW i8, I've had back-to-back bent eights: a Bentley Conti GT V8 S, Mercedes-AMG C63 S Coupe, then a Lexus RC F. And now I've been given the key to the Mustang Convertible. It's all coincidence, honest.

A 5-litre pony car isn't the ideal daily driver when the UK is hit by a polar vortex. Especially when it's equipped with summer tyres and an equally summery canvas roof. Consequently, I only managed a few days' driving in the Stang before snow forced me to hole up at Meaden Towers, light the wood burner and watch re-runs of *Salvage Hunters* and *Ice Road Truckers*.

The latest-generation Mustang is a handsome brute. Fresh, but familiar, with some nice details (I especially like the tail lights) and a surplus of road presence. It's been Europeanised to a degree, but there's still that classic muscle-car vibe that's intrinsic to the Mustang's appeal.

First driving impressions are that it feels how it looks. That's to say big, but well balanced, with a big character and satisfyingly beefy delivery. There's

something refreshingly simple and transparent about the way it does what it does. There's a choice of settings for steering and engine response, but whichever you select, the car is easy to read. It's not contrived or exaggerated.

The engine feels sharp and responsive, with plenty of torque, but also an appetite for revs. The clutch has a long travel and the gearshift is a bit knuckly, so you tend to be measured with your inputs. It's actually quite hard to drive it smoothly (I know, that sounds like me making excuses), I suspect because the throttle map is a bit lumpy. The brakes are a little sharp, too. It all melds a bit more when you drive quickly, but at a low-to-moderate pace it's harder than it should be to find your flow. Traitorous as it sounds, I'd be curious to try an auto.

Do I like the Mustang? Yes, of course. Am I expecting to like it more as I get to know it better? Again, yes. The weather's grim as I write, but spring is just around the corner. When the sun shows its face the Stang will come into its own.

Richard Meaden (@DickieMeaden)

Date acquired	September 2017
Total mileage	9713
Mileage this month	511
Costs this month	£249 (service)
mpg this month	23.1



Peugeot 208 GTi by PS & DS 3 Performance

Our two long-term hot hatches may be eerily similar under the skin, but to live with, and out on the open road, they offer up decidedly different experiences

CALIBRATION. THE TINY SOFTWARE changes and the subtle chassis tweaks that differentiate mechanically identical cars. In a world where platform sharing is prolific – see the Volkswagen Group's many MQB-platform hot hatches – it's crucially important, and why you can tell the difference between a Golf GTI Performance and a SEAT Leon Cupra.

The concept isn't limited to the VW Group, though, as is illustrated by our Fast Fleet DS 3 Performance and Peugeot 208 GTi by PS – similar on paper but, thanks to the way each is calibrated, both very different experiences.

Not only are they based on the same platform, with the same MacPherson strut front suspension and torsion beam rear axle, they also have the same 205bhp turbocharged 1598cc four-cylinder engine, the same six-speed manual gearbox, Torsen limited-slip differential, Brembo front brakes and Michelin Super Sport tyres, and even the same seats.

Yet a glimpse inside each car highlights the differences. The DS is awash with shiny black plastics, matt aluminium trim and clear, jewel-like buttons. There's even a dial to adjust the built-in fragrance intensity. Compared with the DS's Paris Ritz interior, the 208's cabin looks like a Hotel Formule 1 room with naff-coloured carpets.

But who ever wanted a luxurious hot hatch? The 208 may be basic inside, but it feels anything but ordinary to drive. It constantly pulls at its reins, wanting to dash down every straight, keen to find a corner to attack. The

front snaps towards every apex, the inside rear wheel off the ground or both back tyres sliding. The diff then holds on to that front-end grip to guide the car from apex to exit on your chosen trajectory, and a determined tug of the little steering wheel is then required to get the 208 pointing straight again. The downside to this aggression is a ride, like the interior, that's far from plush; the car bounces and bumps its way over every crest, shifting sideways and writhing its way down a road.

The DS isn't as eager, that's for sure. It doesn't respond to throttle inputs with the same immediacy, and although the claimed 0-62mph times are identical (both 6.5sec), from behind the wheel you'd guess the DS was at least half a second behind. It doesn't have the same appetite for bends, either. As you guide it towards an apex the front-end feels

less direct, and it doesn't generate the same turn-in grip as the Peugeot.

But what really diminishes the DS's athleticism is its rear axle: there just isn't the same willingness to allow the car to rotate and help point the nose where you want it. Instead you have to focus on the front tyres, being very measured and patient with your steering inputs as there's no other way to manipulate the car into a corner.

However, the DS does find good traction out of a bend, and like in the 208 you feel the diff working to pull you through to the exit. The bigger steering wheel in the DS initially feels ungainly compared with the 208's toy-like item, but it doesn't pull and tug at your hands in quite the same way. The DS is certainly a calmer, less energetic car, which matches its more luxurious character. However, you do still have to endure a busy, 208-style ride, which seems misplaced.

For some, the 208's nervous attitude will be far too tiring and the DS is a perfectly good antidote to that. However, Peugeot Sport has calibrated the 208 GTi for pure excitement and involvement – it might need all of your attention, but it's worth it.

Will Beaumont (@WillBeaumont)

'Compared with the DS's Paris Ritz interior, the 208's cabin looks like a Hotel Formule 1 room'

PEUGEOT 208 GTi BY PS

Date acquired	September 2017
Total mileage	10,970
Mileage this month	2011
Costs this month	£0
mpg this month	33.2

DS 3 PERFORMANCE

Date acquired	May 2017
Total mileage	9011
Mileage this month	494
Costs this month	£0
mpg this month	41.1



RS & MUSTANG

POWER, HANDLING & STYLING PACKAGES



AVAILABLE FOR YOUR CAR FROM YOUR LOCAL EVANS HALSHAW
 FOR MORE DETAILS VISIT: WWW.EVANSHALSHAW.COM/FORD/SERVICING/DREAMSCIENCE

WWW.DREAMSCIENCE-AUTOMOTIVE.CO.UK

PUG1OFF

Telephone: **01280 701919**
 Email: sales@PUG1OFF.com

PEUGEOT & CITROEN PERFORMANCE AND TUNING SPECIALISTS

CLUTCH &
FLYWHEEL
UPGRADES



- Service and Repairs
- Engine & Transmission Upgrades
- Tuning Packages
- Race & Rally Prep
- Parts Shop



QUAIFE ATB
DIFFERENTIAL



330MM
6-POT
BRAKE KITS



www.PUG1OFF.com

www.PEUGEOT-TUNING-PARTS.co.uk

PUG1OFF 1 Boundary Road, Buckingham Road Industrial Estate, Brackley, Northants NN13 7ES

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 FK8 Type R is a more rounded proposition – and is all the better for it. It's outrageously fast on every kind of road, 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), while the **Hyundai i30 N Performance Package** is an intriguing – and impressive – alternative to the usual suspects. From the smaller hatches, we wouldn't hesitate to 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 Giulietta Veloce/QV	199 D	£29,635	4/1742	231/5750	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	246 F	£27,125	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 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)	246 F	£32,765	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 Edition (Mk3)	246 D	£36,295	4/2261	345/6000	347/2000	1547kg	227	4.7	-	-	166	+ Front limited-slip differential brings more precise handling - Pricey and still heavy	★★★★☆
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 Puma 1.7	095 F	97'-02	4/1679	123/6300	116/4500	1041kg	120	9.2	8.6	27.6	122	+ Revvy engine, sparkling chassis, bargain used prices - Rusty rear arches	★★★★☆
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)	244 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-aspirants; 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 (FN2)	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	245 F	£27,995	4/1998	271/6000	279/1450	1429kg	193	6.1	-	-	155	+ A brilliant, thoroughly developed hot hatch - Imagine if it was lighter, too...	★★★★☆
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	★★★★☆
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	★★★★☆
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	★★★★☆

MAKE & MODEL	ISSUE NO.	PRICE	ENGINE Cyl/CC	BHP/RPM	LB FT/RPM	WEIGHT	BHP/TON	0-62MPH (CLAM)	0-60MPH (0-100)	0-100MPH (0-100)	MAX MPH	EVO RATING	
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	'16-'17	4/1998	228/5200	236/1250	1215kg	191	6.3	-	-	152	+ A more hardcore JCW - The ride could be considered a little too hardcore	★★★★★
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	155/4400	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	247 F	£23,550	4/1598	205/6000	221/3000	1160kg	180	6.5	-	-	143	+ The most focused small hatch on sale - Odd driving position; obscured dials	★★★★★
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	245 F	£28,590	4/1598	266/6000	243/1900	1205kg	224	6.0	-	-	155	+ A great entertainer with a cracker of an engine - Tiny steering wheel obscures the dials	★★★★★
Peugeot 308 GTi 250 by Peugeot Sport	223 F	'15-'16	4/1598	246/6000	243/1900	1205kg	207	6.2	-	-	155	+ A very capable hot hatch... - ...that lacks the sheer excitement of the best in class	★★★★★
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	'88-'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	'14-'20	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	247 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	1110kg	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	1110kg	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	1011kg	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 Mégane RS	246 F	c£29,000	4/1798	276/6000	288/2400	1430kg	196	5.8	-	-	155	+ Shot through with real magic - Looks underpowered compared with some rivals	★★★★★
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 - F1 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 Mii	-	£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 R	244 D	£34,995	4/1984	306/5800	280/1800	1378kg	226	5.8	-	-	155	+ Sharper handling and better body control - High price and limited availability	★★★★★
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	'12-'17	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	★★★★★
Toyota Yaris GRMN	245 F	£26,295	4/1798	209/6800	184/5000	1135kg	187	6.3	-	-	143	+ Appealingly feisty supercharged supermini - Artificial steering; they're only making 400	★★★★★
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 came at a price	★★★★★
Vauxhall Astra/GTC VXR (Mk2)	207 F	£29,665	4/1998	276/5500	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	£9320	3/999	59/5000	70/3000	854kg	70	14.4	-	-	99	+ Accomplished city car is dynamically sound... - ...but predictably slow	★★★★☆
VW Up GTi	246 F	£13,750	3/999	113/5000	147/2000	995kg	115	8.8	-	-	122	+ Infectious appetite for fun - City car roots are still there	★★★★★
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	244 D	£21,140	4/1984	197/4400	236/1500	1280kg	156	6.7	-	-	147	+ Decent performance, mature ride and handling - Lacks driver involvement	★★★★★
VW Polo GTi	211 F	'15-'17	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)	245 F	£29,820	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					

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



SPECIALISED
COVERS



TAILORED CAR COVERS FOR INDOOR & OUTDOOR USE

For almost 40 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 covers.

Exclusive savings code: **EVO-2018**

T: 01943 864 646
E: info@specialisedcovers.com
W: specialisedcovers.com



WWW.MOTOTECHNIQUE.COM

The one stop Exotic Sports Car Specialist,
Check out our amazing website.



Due to expansion, we are looking for an experienced technician to join our service team.

Ideally the applicant should have experience of working on classic Ferrari and similar cars, a good knowledge of electronics and be highly experienced in engine/transmission Building and vehicle set up.

Good working conditions, good salary and a great opportunity to join an established independent Ferrari specialist.
Contact: kevin@mototechnique.com



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

Which British brand has won

28

Magazine Product Tests
Since 2010?

Visit us

www.bilthamber.com

Treat your car to multi award- winning protection this spring with our wide range of car care products.

BILT HAMBER
LABORATORIES



Award winning products include:
auto-clay, auto-wheel, surfex HD, auto-wash,
heavy duty citrus, double speed-wax

MAKE & MODEL

ISSUE NO.	PRICE	ENGINE CYL/CC	BHP/RPM	LB FT/RPM	WEIGHT	BHP/TON	0-62MPH (CLAM)	0-60MPH (0-100)	0-100MPH (0-100)	MAX MPH
VW Golf R32 (Mk5)	087 F	'06-'09	6/3189	246/6300	236/2500	1466kg	170	6.5	5.8	155
VW Golf R32 (Mk4)	053 F	'02-'04	6/3189	237/6250	236/2800	1477kg	163	6.6	6.4	154
VW Golf GTI 16v (Mk2)	195 F	'88-'92	4/1781	139/6100	123/4600	960kg	147	7.9	-	129
VW Golf GTI (Mk1, 1.8)	224 F	'82-'84	4/1781	112/5800	109/3500	860kg	132	8.2	-	114
Volvo V40 T5 R-Design Polestar	242 D	£36,010	4/1969	250/5500	295/2000	1507kg	169	6.2	-	149
Volvo C30 T5 R-Design	122 F	'08-'12	5/2521	227/5000	236/1500	1347kg	165	6.7	6.6	149

EVO RATING

+ The traction's great and you'll love the soundtrack - We'd still have a GTI	★★★★☆
+ Charismatic - Boomy engine can be tiresome	★★★★☆
+ Still feels everyday useable - Too many have been modified	★★★★☆
+ The car that started it all - Tricky to find an unmolested one	★★★★☆
+ An intriguing alternative to the norm - Rivals offer more for less	★★★★☆
+ Good-looking, desirable Volvo - Lacks edge of best hatchbacks; avoid the auto version	★★★★☆

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.

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 Veloce	244 F	£38,260	4/1995	276/5250	295/2250	1429kg	196	5.7	-	-	149	+ Supple and satisfying - Engine reluctant to rev	★★★★☆
Alfa Romeo Giulia Quadrifoglio	244 F	£61,595	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	£43,690	4/1995	276/5250	295/1750	1660kg	169	5.7	-	-	143	+ Agile feel, quick steering, attractive cabin - Engine not truly inspiring	★★★★☆
Alfa Romeo Stelvio Quadrifoglio	244 D	£65,000	6/2891	503/6500	442/2500	1830kg	279	3.8	-	-	176	+ Rivals the Macan GTS - Needs optional P Zero Corsa tyres to give its very best	★★★★☆
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	'13-'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	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	★★★★☆
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	★★★★☆
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	243 F	£45,250	5/2480	349/5850	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	'08-'16	6/2995	328/5500	324/2900	1650kg	202	5.0	-	-	155	+ Great supercharged powertrain, secure chassis - The RS4	★★★★☆
Audi RS4 Avant (B9)	246 F	£62,175	6/2894	444/5700	442/1900	1790kg	252	4.1	-	-	155	+ Very 'real world' fast - Some may feel it lacks character and drama	★★★★☆
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)	218 D	'05-'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	'00-'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	'06-'11	10/5204	429/6800	398/3000	1910kg	228	5.5	-	-	155	+ Fast, and discreet with it - Very muted V10	★★★★☆
Audi RS6 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 RS6 Avant Performance (C7)	224 D	£88,270	8/3993	597/6100	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 RS4 Avant (C6)	116 F	'08-'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 RS6 Avant (C5)	052 F	'02-'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	171 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 RS7 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	335/5300	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 V8	247 D	£136,200	8/3996	542/6000	568/1960	2313kg	238	4.5	-	-	180	+ The pick of the Bentayga range - A top-end Range Rover is still more polished	★★★★☆
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	+ Feelsome 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	'14-'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	'08-'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 (F90)	244 F	£89,640	8/4395	592/5600	553/1800	1855kg	324	3.4	-	-	155	+ Fun in two- or four-wheel drive - Insufficient steering connection and engine character	★★★★☆
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	'04-'10	10/4999	500/7750	384/6100	1755kg	289	4.7	-	-	155	+ Close to being the ultimate supersaloon - SMG gearbox feels old-tech	★★★★☆
BMW M5 (E39)	110 F	'99-'03	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	'92-'96	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	'86-'88	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	'09-'15	8/4395	547/6000	502/1500	2305kg	241	4.7	-	-	171	+ Fast, refined and comfortable - But it definitely lacks the M factor	★★★★☆
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	★★★★☆
Cadillac CTS-V	148 F	'08-'15	8/6162	556/6100	551/3800	1928kg	293	3.9	-	-	191	+ Stands out among M-cars and AMGs - The novelty might wear off	★★★★☆
Honda Accord Type R	012 F	'98-'03	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	1700kg	172	6.2	-	-	155	+ Great chassis, good looks, better engine than V6 petrol - It's still a diesel	★★★★☆
Jaguar XFR	181 D	'09-'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 XJR575	242 D	£93,710	8/5000	567/6250	516/3500	1875kg	307	4.4	-	-	186	+ Big performance, genuine sporting spirit - Unfashionable package; depreciation	★★★★☆
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...	★★★★☆



HEXAGON
CLASSICS

LONDON'S ONLY LOTUS DEALER

SALES SERVICE PARTS

Sales of the latest new cars and pre-owned Lotus models of all generations

For sales enquiries call 0208 348 5151

Out of hours call 07544 911911

Please visit www.hexagonclassics.com for more information

HEXAGON CLASSICS
since 1963

82-92 GREAT NORTH ROAD,
LONDON N2 0NL



LIKE A CLEAN CAR?
WE HAVE THE PRODUCTS TO MAKE IT SHINE!

Shop 'n' Shine
Visit us at
www.shopnshine.co.uk

FAST DELIVERY

HUGE BRANDS AT THE BEST PRICES

EXPERT ADVICE & FRIENDLY SERVICE

www.WOODFORDTRAILERS.com
HIGH QUALITY TRAILERS FOR CLUB, PRIVATE AND PRO MOTORSPORTS

Email: sales@woodfordtrailers.com | CALL US NOW 01327 263 384

Specialist Car Insurance

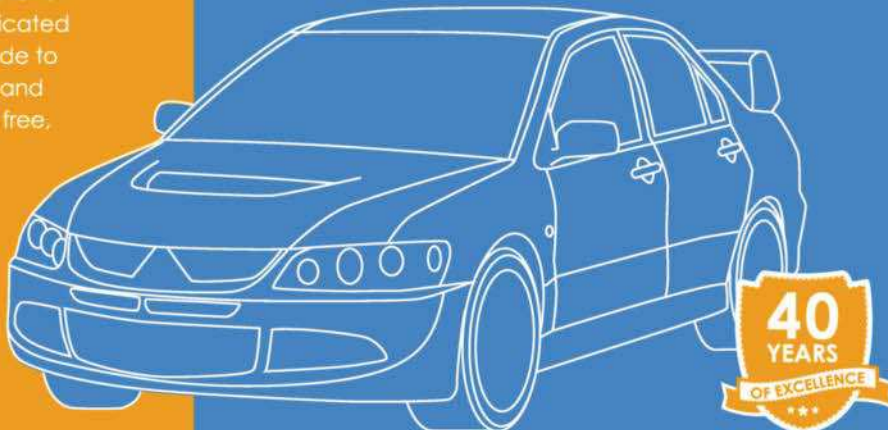
Adrian Flux know how much you love your car, that's why we are dedicated to finding you a policy, tailor-made to your own personal requirements and driving history. Call us today for a free, no obligation quote!



0800 085 5000
adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority

HIGH PERFORMANCE INSURANCE



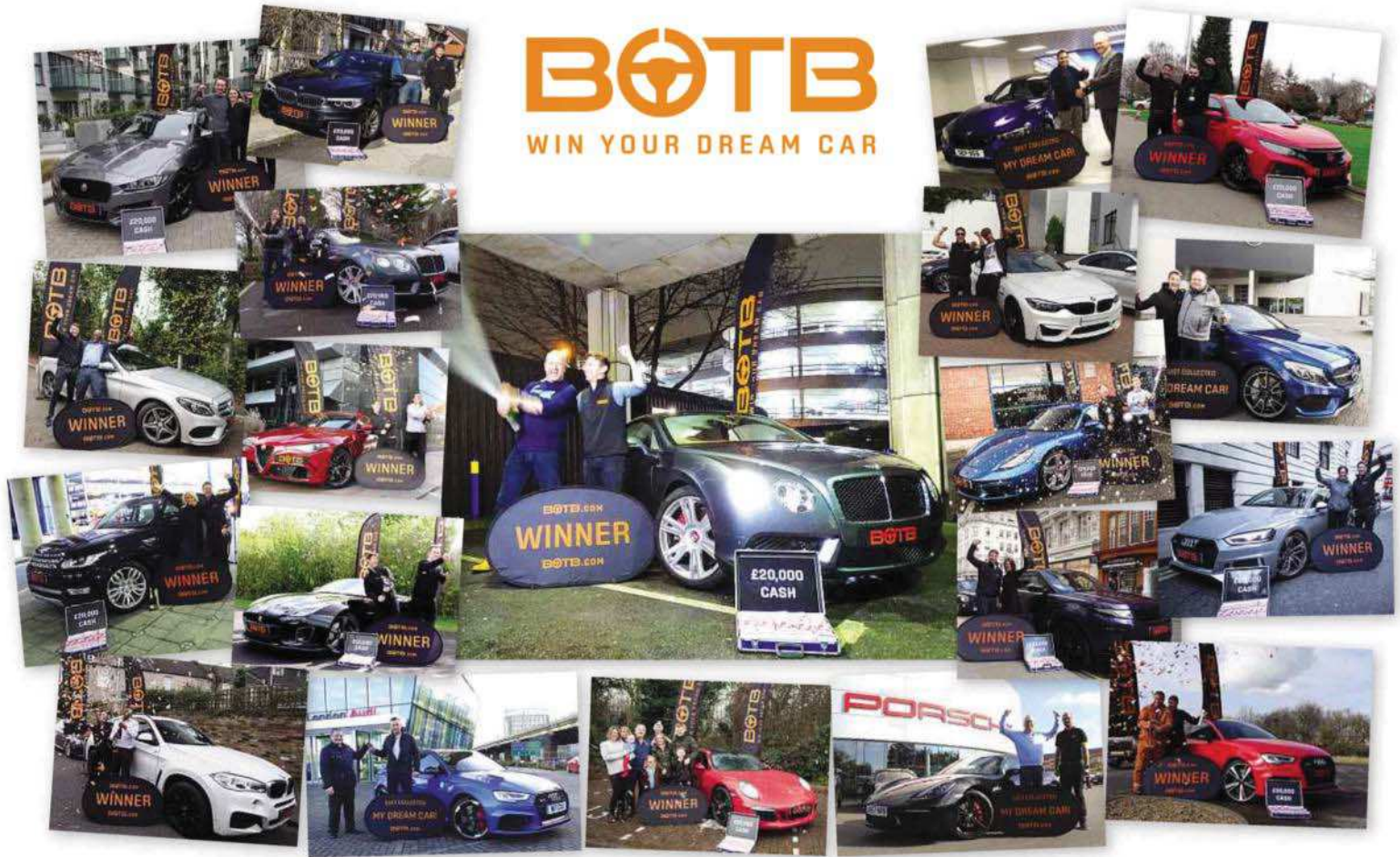
Benefits available can include:

- 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	LG FT/RPM	WEIGHT	BHP/TON	0-62MPH (s/0-100)	0-60MPH (s/0-100)	0-100MPH (s/0-100)	MAX MPH	EVO RATING		
Jaguar E-Pace P300	243 D	\$45,660	4/1998	296/5500	295/1200	1894kg	159	6.4	-	-	155	+ Decent grip and balance - Dreary engine; heavier than a V6 F-Pace	★★★★☆	
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	★★★★☆	
Kia Stinger 2.0 GT-Line	247 D	\$31,995	4/1998	244/6200	260/1400	1717kg	144	5.8	-	-	149	+ Out-Jaguars Jaguar's XE and XF - Except in the looks department	★★★★☆	
Kia Stinger GT S	242 D	\$40,495	6/3342	365/6000	376/1300	1780kg	168	4.7	-	-	168	+ Playful handling, deep-chested performance - Engine lacks soul, steering lacks feel	★★★★☆	
Lexus GS F	243 D	\$73,375	8/4969	471/7100	391/4800	1790kg	267	4.6	-	-	168	+ Glorious engine, balanced handling - Gearbox is off the pace	★★★★☆	
Lexus IS	151 F	'07-'12	8/4969	471/6600	372/5200	1744kg	247	5.2	4.7	10.9	173	+ Shockingly good Lexus - The M3's available as a four-door too	★★★★☆	
Lotus Carlton	245 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 is 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	'04-'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	'08-'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	'08-'12	8/4691	433/7000	361/4750	1990kg	221	5.1	-	-	177	+ The most stylish of supersalons - 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	★★★★☆	
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 E55 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 4Matic+ (W213)	242 D	\$78,675	8/3982	563/5750	553/2250	1875kg	305	3.5	-	-	155	+ More rounded than the E63 S - Could be a little too discreet for some tastes	★★★★☆	
Mercedes-AMG E63 S 4Matic+ (W213)	246 F	\$87,375	8/3982	604/5750	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)	095 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	246 D	\$125,690	8/3982	604/5500	664/2750	1940kg	316	4.3	-	-	155	+ Performance doesn't come at the expense of luxury - But pure driving thrills do	★★★★☆	
Mercedes-AMG CLS53 4Matic+	247 D	\$65,000	6/2999	451/6100	567/1800	1905kg	302	4.5	-	-	155	+ Impressive chassis and hybrid powertrain - 4Matic only, and heavy, too	★★★★☆	
Mercedes-Benz CLS63 AMG S	199 D	'14-'17	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	244 F	\$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	\$66,505	6/3604	434/6000	442/1500	1925kg	229	4.4	-	-	-	-	+ Staggeringly quick and hugely capable - Do you really need this much power?	★★★★☆
Porsche Cayenne Turbo (Mk3)	243 D	\$99,291	8/3996	542/5750	568/1960	2175kg	254	4.1	-	-	177	+ Huge performance, surprising agility - It's still a two-ton-plus SUV	★★★★☆	
Porsche Cayenne GTS (Mk2, V6)	211 D	'15-'17	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 - A two tons, it's still no sports car	★★★★☆	
Porsche Cayenne Turbo (Mk2)	212 D	'10-'17	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	'10-'17	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	+ More advanced, opulent alternative to an F-Pace - Its weight ultimately limits its agility	★★★★☆	
Range Rover Sport SDV8	186 D	\$87,350	8/4367	334/3500	546/1750	2359kg	144	6.5	-	-	140	+ A brilliant long-distance machine - Doesn't live up to the 'Sport' branding	★★★★☆	
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 GB207	109 D	'07	4/2457	266/5700	310/3000	1410kg	192	5.2	-	-	143	+ Fitting final filing for the Impreza badge on a fast Subaru - End of an era	★★★★☆	
Subaru Impreza RB200	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 P1PP ('BLOBEY')	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	'93-'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					

BOTB

WIN YOUR DREAM CAR



GUARANTEED WEEKLY WINNER

LOWEST TICKET PRICES EVER, STARTING AT JUST 90p! VISIT BOTB.COM



**FIRST
GO FREE**



**£23 MILLION OF
DREAM CARS WON**



**AS SEEN IN UK AIRPORTS
SINCE 1999**



**1 YEAR FREE SERVICING
AND INSURANCE**



**OVER 180 CARS
TO CHOOSE FROM**



WATCH OUR WEEKLY CHAT SHOW **BOTB TV** ON YOUTUBE



MAKE & MODEL

Vauxhall Vectra VXR
Vauxhall VXR8 GTS
Vauxhall VXR8 GTS-R
Volvo V60 Polestar

ISSUE NO.

PRICE

ENGINE
CYL/CC

BHP/RPM

LG FT/RPM

WEIGHT

BHP/TON

0-62MPH
(s/0-60)0-60MPH
(0-100)0-100MPH
(0-160)

MAX MPH

EVO RATING

+ Great engine, effortless pace, good value - Numb steering, lumpy ride
+ Monster engine; engaging driving experience - Woeful interior
+ Blistering performance; bursting with character - The end of an era
+ Subtle, well-executed performance car - Plays a little too safe

★★★★☆
★★★★☆
★★★★☆
★★★★☆

SPORTS CARS / CONVERTIBLES



OUR CHOICE

Lotus Elise Sport 220. Delivering just the right amount of power from its supercharged 1.8-litre engine to make the most of its low kerb weight, the Sport 220 is gutsy, grippy, accurate and enthusiastic. And, of course, it rides beautifully. It's the sweetest spot in the already-very-sweet Elise range.



BEST OF THE REST

For even more precision and outright performance, a **Lotus 3-Eleven** is hard to beat, while the **Caterham Seven** remains an exemplar of sports car purity in all its guises. More habitable and everyday useable, the **Abarth 124 Spider** (left) is capable of putting a big smile on your face even at sane speeds.

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	£9,711	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	177/7200	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	169/7200	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 3.5 Supercharged	138 F	£9,121	4/1998	300/8200	162/7200	550kg*	554	3.3	-	-	155	+ It's brilliant - It's mental	★★★★☆	
Ariel Atom Mugen	165 F	£12,113	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 Roadster (4.7)	130 F	£9,116	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 V8 Vantage S Roadster	161 F	£11,717	8/4735	430/7000	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 Roadster	175 F	£12,114	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 V12 Vantage S Roadster	212 F	£14,117	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 DB9 Volante	150 D	£9,115	12/5935	510/6500	457/5500	1890kg	274	4.5	-	-	183	+ Consummate cruiser and capable when pushed - Roof-up wind noise	★★★★☆	
Aston Martin DB11 Volante	247 F	£161,900	8/3982	503/6000	498/2000	1870kg	273	4.1	-	-	187	+ Impressively wide range of dynamic personalities - Cabin could be better at this price	★★★★☆	
Audi TTS 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 TTS Roadster	122 D	£9,114	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	£9,114	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	£11,115	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	£13,117	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	£9,116	6/2996	265/6600	232/2750	1310kg	205	5.7	-	-	155	+ Terrific straight-six - Handling not as playful as we'd like	★★★★☆	
BMW Z4 Roadster	091 F	£9,116	6/3246	338/7900	269/4900	1410kg	244	5.0	-	-	155	+ Exhilarating and characterful; that engine - Stiff suspension	★★★★☆	
BMW M Roadster	002 F	£9,116	6/3246	325/7400	258/4900	1375kg	240	5.1	-	-	155	+ M3 motor; hunky looks - M Coupe drives better	★★★★☆	
BMW Z8	026 F	£9,116	10/03	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	3/660	80/7000	79/3400	490kg*	166	6.9	-	-	100	+ The fabulous Seven formula at its most basic - Gets pricey with options	★★★★☆	
Caterham Seven SuperSprint	247 D	£29,995	3/660	95/7000	82/5600	490kg*	197	6.9	-	-	100	+ Accessible limits with proper pace - You need to enjoy being exposed to the elements	★★★★☆	
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	+ Loudicrous, 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	+ Banzi on track, yet still relevant on the road - £50k for a Seven?	★★★★☆	
Caterham Seven Roadsport 125	105 F	£9,114	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	£11,114	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	£13,114	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	£9,112	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	£9,114	4/1999	263/8500	177/7200	506kg*	528	2.9	-	-	150	+ Better power-to-weight ratio than a Veyron - Until you add the driver	★★★★☆	
Caterham Seven R300	068 F	£9,112	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	£9,116	4/1796	230/8600	155/7200	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 Portofino	247 F	£166,180	8/3855	591/7500	560/3000	1664kg	361	3.5	-	-	199	+ Better than the California - Not better than a DB11 Volante	★★★★☆	
Ferrari California T	229 D	£14,117	8/3855	553/7500	557/4750	1729kg	324	3.6	-	-	196	+ Turbocharged engine is a triumph - Still places daily usability above outright thrills	★★★★☆	
Fiat 124 Spider	228 F	£21,050	4/1368	138/5000	177/2250	1050kg	134	7.5	-	-	134	+ It's an affordable Italian(ish) sports car - Lacks Italian brio	★★★★☆	
Honda S2000	243 F	£9,119	4/1997	237/8300	153/7500	1260kg	191	6.2	-	-	150	+ An alternative and rev-happy roadster - A Boxster's better	★★★★☆	
Jaguar F-type Convertible 3.0 V6 340PS	186 F	£59,550	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	£70,300	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 AWD	-	£98,145	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	£118,165	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	£13,117	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	£9,114	8/5000	503/6000	461/2500	1725kg	296	4.8	-	-	155	+ Fantastic 5-litre V8 - Loves sporting ground to its main foes	★★★★☆	
Jaguar XKR-S Convertible	167 F	£11,114	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	£9,112	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	-	£17	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	-	£17	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	244 F	£39,300	4/1798	217/6800	184/4600	904kg	244	4.6	-	-	145	+ Perfect power-to-weight ratio - 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	+ Elise gets quicker again - Prioritises grip over adjustability	★★★★☆	
Lotus Elise Cup 260	243 F	£59,500	4/1798	250/7200	195/5500	902kg	282	4.2	-	-	151	+ Quickest Elise yet - Just 30 being built	★★★★☆	
Lotus Elise Club Racer	183 F	£11,115	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	£13,115	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	£9,111	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	£9,111	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	£9,111	4/1794	134/6200	127/4200	860kg	158	6.1	6.3	18.7	127	+ Brilliant entry-level Elise - Precious little	★★★★☆	
Lotus Elise IIIS	049 F	£9,111	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	£9,111	4/1796	135/6200	129/4850	726kg	189	5.4	-	-	129	+ One of our fave S2 Elises - Brakes need more bite and pedal feel	★★★★☆	

THE NATIONAL KIT CAR MOTOR SHOW 2018

STONELEIGH

» **BANK HOLIDAY WEEKEND 6 – 7 MAY 2018** «



SAT NAV
CV8 2LZ

**THE KIT CAR
INDUSTRY'S MAIN
SHOW OF THE YEAR**
**MEET ALL THE
MANUFACTURERS**

PLUS: LIVE ACTION
HAVE A GO!



WESTFIELD TEST CIRCUIT



THE DAKAR 4X4 EXPERIENCE

The **BIGGEST** kit car
show in the **WORLD!**

THE **ANNUAL MECCA** FOR
KIT CAR **ENTHUSIASTS**



100'S OF TRADE STANDS
**MANUFACTURERS &
ACCESSORY STANDS**

NEW LAUNCHES

FEATURE DISPLAYS

WSCC IN MOTORSPORT

100+ CLUB DISPLAYS

The one and only
WORLD FAMOUS
kit car motor show

4000
KIT CARS
ON DISPLAY

complete
KITCAR
night out

MUSIC NIGHT SUNDAY
LIVE BAND

CAMP ON SITE

Camping & caravanning available from midday 5 May 2018

View prices and book at www.nationalkitcarshow.co.uk

complete
KITCAR
show sponsor

at **STONELEIGH**
NAEC, STONELEIGH,
Nr. KENILWORTH,
WARWICKSHIRE, CV8 2LZ

GATES OPEN EACH DAY
9.30am – 5.00pm

BE THERE!
DIRECTIONS

From London M40:
Exit J15. A46 to A452. B4113

From M6 or M69:
Exit M6 J2 to join A46. M69 to A46.
Exit A46 to join B4113.

From M1 Northbound:
Exit J21, M69, A46, Exit A46 to join the
B4113.

TICKETS

Advance Tickets: £12*
Available until 20 April 2018
Children (8 – 16) **£5**

Tickets on the Door £15
Children (8 – 16) **£5**

FREE Show Guide
FREE Parking



Part of the A-Plan Group
a-plan

ALL ENQUIRIES
TELEPHONE
01406 372600
01406 372601

*All advance ticket bookings incur a 50p
postage fee.

FREE » **SHOW GUIDE**
» **ENTRY FOR KIT
CAR DRIVERS***

*(For drivers arriving in their
kit cars on the day)

Organised by: Grosvenor Shows Ltd.

www.nationalkitcarshow.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	
Lotus Elise (SI)	235 F	'96-'01	4/1796	118/5500	122/3000	731kg	164	5.9	6.1	18.5	126	+ A modern classic - A tad impractical?	★★★★★
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 Exige Sport 350 Roadster	221 F	'E55,900	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	'E67,900	6/3456	375/6700	302/5000	1101kg	343	3.7	-	-	178	+ Like the 350 Roadster, but faster and even purer - A Boxster would still be more practical	★★★★★
Lotus 3-Eleven	220 F	'16-'17	6/3456	410/7000	302/3000	925kg*	450	3.4	-	-	174	+ A fantastically exciting Lotus - If not exactly a groundbreaking one	★★★★★
Lotus 2-Eleven	126 F	'07-'11	4/1796	189/7800	133/6800	720kg	267	4.5	-	-	140	+ Not far off the supercharged 2-Eleven's pace - You want the supercharged one, don't you?	★★★★★
Lotus 2-Eleven Supercharged	123 F	'07-'11	4/1796	252/8000	179/7000	745kg	344	4.0	-	-	150	+ Impressive on road and track - Not hardcore enough for some	★★★★★
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	'E104,565	8/4691	444/7000	376/4750	1980kg	228	5.0	-	-	177	+ Looks, performance, cruising ability - Brakes could be sharper	★★★★☆
Maserati GranCabrio MC	185 D	'E112,400	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	'E18,795	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	'E24,195	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	'E23,395	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 ragtaps 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 SLC43	222 D	'E47,600	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	'E116,430	8/5461	517/5500	664/2250	1770kg	331	4.1	-	-	155	+ Effortless performance - Needs more involvement to go with the pace	★★★★☆
Mercedes-AMG GT Roadster	239 F	'E111,360	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	'E140,660	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	1710kg	255	4.6	-	-	155	+ Wafty 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	464/5200	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	★★★★☆
Morgan 3 Wheeler	198 F	'E31,140	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	'E85,461	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	'E94,665	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	'E44,758	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	'E53,714	4/2491	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-brolly 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	★★★★☆
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	'E264,000	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	'E59,995	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	'E30,595	4/1999	250/7000	295/2500	725kg*	350	4.0	4.2	-	145	+ Neutral and exploitable - Prescriptive balance	★★★★☆

COUPES / GTs



OUR CHOICE

BMW M4 Competition Package. It's taken a while to get there, but the Competition Package is the car the M4 should have been from the start. Less spiky, more trustworthy, and above all fast and fun, it feels like it has been developed with the driver's best interests at heart.



BEST OF THE REST

The **Alpine A110** (left) is, at last, a true rival for Porsche's Cayman. The **911 Carrera GTS** – in two-wheel-drive, manual spec – is our favourite Porsche coupe, however, though the basic **911 Carrera** and **Carrera S** run it close. The **Audi RS5**, meanwhile, has an impressively wide bandwidth of abilities, as does the **Bentley Continental GT**.

Alfa Romeo 4C	209 F	'E51,505	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	★★★★☆
Alpine A110	244 F	'E50,000	4/1798	249/6000	236/2000	1103kg	229	4.5	-	-	155	+ Fun, playful and deceptively fast - If only it had a manual gearbox	★★★★☆
Alpina D4 Biturbo	206 F	'E50,950	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 S Biturbo	245 D	'E63,000	6/2979	434/5500	487/3000	1615kg	273	4.2	-	-	190	+ Stonking engine, stealthy speed - Steering is slow and lacks feel	★★★★☆
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 (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 S	168 F	'11-'17	8/4735	430/7300	361/5000	1610kg	271	4.8	-	-	190	+ Keener engine, V12 Vantage looks - Slightly sluggish auto only	★★★★☆
Aston Martin V8 Vantage N430	218 F	'14-'16	8/4735	430/7300	361/5000	1610kg	271	4.8	-	-	189	+ Malleable, involving - Never feels rampantly quick	★★★★☆
Aston Martin Vantage GT8	229 F	'16-'17	8/4735	440/7300	361/5000	1530kg	292	4.4	-	-	190	+ Enough drama to fill a Netflix mini-series - Just 150 made	★★★★☆
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 V12 Vantage S	238 F	'13-'17	12/5935	563/6650	457/5500	1665kg	344	3.9	-	-	205	+ Among the best Astons ever made - Old-school automated 'box (so get the manual)	★★★★☆
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 made	★★★★☆
Aston Martin DB11 V8	241 D	'E144,900	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	'E157,900	12/5204	600/6500	156/1500	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	'15-'17	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	457/5500	1785kg	290	4.6	-	-	183	+ A great start to Gaydon-era Astons - Automatic gearbox could be quicker	★★★★☆

KW coilovers



- ▣ Racing technology of the 24h winner
- ▣ Separate and independent damper force setting for rebound and compression stage
Twin Valve Rebound Adjustable Technology (TVR-A)
Twin Valve Compression Low/High Adjustable Technology (TVCLH-A)
- ▣ Basic tuning ex works with adjustment range in + (firmer) / - (softer) direction
- ▣ Rebound stage damping: convenient adjustment with 16 precise clicks
- ▣ Low-speed compression stage: with 6 precise clicks
- ▣ High-speed compression stage: with 14 precise clicks
- ▣ With adjustable aluminum top mounts, depending on application

HIGH-PERFORMANCE RACING TECHNOLOGY FOR **DAILY ROAD USE**



www.MediaTel.biz

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/Coc	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	
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	354/1700	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	★★★★★
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	3.6	9.0	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	4.3	-	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	244 F	£156,700	12/5950	626/5000	664/1350	2169kg	293	3.7	-	-	207	+ Astonishing agility for such a big, heavy car - Thirst	★★★★★
Bentley Continental GT V8	178 F	'12-'17	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	'13-'17	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	'03-'17	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	'12-'17	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	'17	12/5998	700/6000	750/2050	2205kg	323	3.5	-	-	209	+ Massive performance, surprisingly agile - Styling and soundtrack far from desecret	★★★★★
Bentley Continental GT3-R	203 D	'14-'17	8/3993	572/6000	518/1700	2120kg	274	3.8	-	-	170	+ The best-handling Continental of its generation - 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	243 F	£46,430	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	1545kg	212	5.2	-	-	155	+ Almost too-powerful engine - Doesn't feel special enough to drive	★★★★★
BMW M4	218 F	£60,420	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	244 F	£63,420	6/2979	444/7000	406/1850	1560kg	289	4.2	4.4	9.2	155	+ The car the M4 always should have been - Not so good on 20-inch wheels	★★★★★
BMW M4 CS	247 F	£91,050	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	£55,580	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 C67 (C7)	227 F	£90,448	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 2.0 i4 300PS	239 D	£50,795	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	£54,065	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	£64,815	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	£92,660	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	£112,680	8/5000	561/6500	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 boistrous	★★★★★
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 F	226 F	£61,310	8/4969	470/6400	391/4800	1765kg	271	4.5	-	-	168	+ Great looks, 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	★★★★★
Lister Thunder	247 D	£139,950	8/5000	666/6000	720/5940	1650kg	410	3.2	-	-	208	+ Deceptively fast reworked F-type - Never feels as ferocious as the figures suggest	★★★★★
Lotus Exige S (V6)	209 F	'12-'15	6/3456	345/7000	295/4500	1176kg	298	3.8	-	-	170	+ Breathtaking road-racer; our joint 2012 Car of the Year - Gearshift not the sweetest	★★★★★
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	1110kg	343	3.7	-	-	178	+ Intense, absorbing and brilliantly capable - Perhaps not an everyday car	★★★★★
Lotus Exige Cup 380	240 D	'17	6/3456	375/6700	302/5000	1105kg	345	3.6	-	-	175	+ An absolute riot; feels worth the £83k (new) price tag - Limited build numbers	★★★★★
Lotus Exige Cup 430	243 D	£99,800	6/3456	430/7000	325/2600	1093kg	400	3.3	-	-	180	+ The ultimate Exige - Isn't cheap	★★★★★
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	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	★★★★★
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	'17	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 GT430	246 F	£112,515	6/3456	430/7000	325/4500	1299kg	336	3.8	-	-	190	+ Genuine race-car feel on the road - It ain't cheap; just 60 being made	★★★★★
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	399/7700	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)	240 F	£70,385	8/3982	503/5500	516/1750	1725kg	296	3.9	4.3	9.1	155	+ Mouth-watering mechanical package - Light steering; hefty kerb weight	★★★★★
Mercedes-Benz C63 AMG Coupe (W204)	162 F	'11-'14	8/3982	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					

Wheel & Tyre
Packages from
£399



WWW.RTECSHOP.COM

The Ultimate Vehicle Customising Store
SHOP ONLINE OR IN STORE



WHEELS & TYRES

Alloy wheels, road tyres + track tyres



AIR SUSPENSION

AirRex air suspension supply + fitting



SUSPENSION

Coilovers, dampers, springs



WINDOW TINTING

Privacy film installed



ALIGNMENT

Full 4 wheel laser alignment & adjustments



EXHAUSTS

Full systems + custom fabricated exhausts



STYLING

Steering wheels, interiors, lighting & more



ECU REMAPPING

ECU remapping, unlock your cars potential

R-Tec sell the most innovative automotive products at the right prices, because for R-Tec; value and pride are everything. Visit our 10,000 sq ft showroom in St Albans, or visit our website (www.rtecshop.com) to browse our vast selection of alloy wheels, interior & exterior enhancements, tuning parts & more.

UPTO £50 OFF
EIBACH SUSPENSION

Available Online only at: www.rtecshop.com

Eibach



UPTO £50 OFF
MILLTEK EXHAUSTS

Available Online only at: www.rtecshop.com

MILLTEK SPORT



www.rtecshop.com



01727 790 100



sales@rtecshop.com



Search: "R-Tec"



/RtecAutoDesign



[rtecautodesign](https://www.instagram.com/rtecautodesign)



@rtecautodesign

MAKE & MODEL

Nissan 370Z Nismo	209F	£39,375	6/3696	339/7400	274/5200	1496kg	230	5.2	-	155	+ Sharper looks, improved ride, extra thrills - Engine lacks sparkle	★★★★★	
Nissan 350Z	107F	'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)	242F	£82,525	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)	229D	£94,525	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)	232F	£151,525	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)	238F	'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 (2017MY)	229D	£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 (2014MY)	205F	'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)	152F	'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)	125F	'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)	241F	'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)	196F	'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	155F	'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	209F	'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	229D	£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	230F	£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 718 Cayman GTS	247F	£59,866	4/2497	360/6500	310/1900	1375kg	266	4.6	-	-	180	+ Cracking package of upgrades - Flat-four soundtrack still disappoints	★★★★★
Porsche Cayman S (981)	202F	'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)	219F	'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)	221F	'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)	231F	'06-'13	6/3436	316/7200	273/4750	1350kg	237	5.2	-	-	172	+ Still want that 911? - Yeah, us too	★★★★★
Porsche Cayman R (987)	158F	'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)	218F	£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 T (991.2)	245F	£85,576	6/2981	365/6500	332/1700	1425kg	260	4.5	-	-	182	+ Lightweight windows, no rear seats, an LSD... Only 5kg lighter than a basic Carrera	★★★★★
Porsche 911 Carrera S (991.2)	217F	£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)	238F	£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)	201F	'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)	179F	'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)	208D	'15	6/3800	424/7500	324/5750	1470kg	293	4.4	-	-	189	+ The highlight of the 991.1 Carrera line-up - Pricey for a Carrera	★★★★★
Porsche 911 Carrera S (997.2)	121F	'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)	070F	'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)	008F	'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	227D	'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	209D	'15	6/3496	530/6100	481/5000	1100kg*	490	2.6	-	-	185	+ Huge performance, intuitive adjustability, track ability - Compromised for road use	★★★★★
Radical RXC Turbo	205F	'14	6/3496	454/6000	500/3600	940kg*	491	2.6	-	-	185	+ Eats GT3s for breakfast - Might not feel special enough for its price	★★★★★
Radical RXC	189F	'13	6/3700	350/6750	320/4250	900kg*	395	2.8	-	-	175	+ A real trackday weapon - Can't match the insanity of a Caterham 620R	★★★★★
Rolls-Royce Wraith	205D	£240,768	12/6592	624/5600	590/1500	2360kg	260	4.6	-	-	155	+ Refinement, chassis, drivetrain - Shared componentry lets cabin down	★★★★★
Subaru BRZ	204F	£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	234F	£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)	237F	'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 1350C	057F	'03-'07	6/3605	350/7200	290/5500	1187kg	300	4.5	4.7	10.0	175	+ Looks, engine - Unsupportive seats; chassis lacks ultimate polish	★★★★★
TVR Sagaris	097F	'05-'07	6/3996	406/7500	349/5000	1078kg	383	3.7	-	-	185	+ Looks outrageous - 406bhp feels a touch optimistic	★★★★★
TVR Tuscan S (Mk2)	076F	'05-'07	6/3996	400/7000	315/5250	1100kg	369	4.0	-	-	185	+ Possibly TVR's best ever car - Aerodynamic 'enhancements'	★★★★★
TVR Cerbera Speed Six	004F	'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	155F	£26,050	4/1984	217/4500	258/1500	1369kg	158	6.5	-	-	153	+ Golf GTI price and performance - Interior lacks flair	★★★★★
VW Scirocco R	200D	£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

McLaren 720S. The looks take a little getting used to, but there's no arguing with the driving experience, which blends scalpel-sharp precision with mind-boggling pace and suspension that works with the road to make it all useable. And it's faster than a P1 on track, too. An electrifying experience.



BEST OF THE REST

The **Ferrari 488 GTB** has a spectacular turbocharged V8 and the chassis to exploit it, while the **Lamborghini Huracán Performante** (left) counters with a rip-roaring naturally aspirated V10. The Lambo's relative, the **Audi R8 V10**, is a corking entry-level supercar, and the latest **Porsche 911 GT3** is as great to drive as they have always been.

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 RWS	247 F	£112,450	10/5204	533/7800	398/6500	1590kg	341	3.7	-	-	199	+ The first rear-wheel-drive Audi for 40 years - Needs quick reactions at its limits	★★★★★
Audi R8 V10	234 F	£123,330	10/5204	533/7800	398/6500	1640kg	330	3.5	-	-	198	+ All the R8 you really need - Some may hanker after a manual gearbox	★★★★★
Audi R8 Spyder V10	239 F	£132,020	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 poser; cramped seating	★★★★★
Audi R8 V10 Plus	229 F	£138,330	10/5204	602/8250	413/6500	1580kg	387	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	244 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 258bhp 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 258bhp 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 D	£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	★★★★★
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+	+ Worthy successor to 355 - Not quite as involving as it should be	★★★★★
Ferrari 360 Challenge Stradale	242 F	'03-'04	8/3586	420/8500	275/4750	1280kg	333	4.1	-	-	186	+ Totally exhilarating road-racer - Automated single-clutch 'box dates it	★★★★★

Coming soon...

AN EVENING WITH ASTON MARTIN

See www.evo.co.uk/evening-with for details

Register your interest by emailing us at
aneveningwith@dennis.co.uk



MAKE & MODEL

MAKE & MODEL	ISSUE NO.	PRICE	ENGINE CVT/C	BHP/RPM	LB FT/RPM	WEIGHT	BHP/TON	0-62MPH (s/0-100)	0-100MPH (s/0-100)	0-100MPH (s/0-100)	MAX MPH	EVO RATING
Ferrari F355 Berlinetta	231 F	'94-'99	8/3496	374/8250	268/6000	1350kg*	281	4.7	-	-	183	★★★★★
Ferrari 812 Superfast	238 F	£253,004	12/6496	789/8500	529/7000	1630kg	492	2.9	-	-	211	★★★★★
Ferrari F12 Berlinetta	190 F	'12-'17	12/6262	730/8250	509/6000	1630kg	455	3.1	-	-	211+	★★★★★
Ferrari F12tdf	230 F	'17-'17	12/6262	769/8500	520/6250	1520kg	514	2.9	-	-	211+	★★★★★
Ferrari 599 GTB Fiorano	101 F	'06-'12	12/5999	611/7600	448/5600	1690kg	368	3.7	3.5	7.4	205	★★★★★
Ferrari 599 GTB	161 F	'11-'12	12/5999	661/8250	457/6500	1605kg	418	3.4	-	-	208+	★★★★★
Ferrari 575M Fiorano Handling Pack	200 F	'02-'06	12/5748	508/7250	434/5250	1688kg	298	3.7	4.2	9.6	205+	★★★★★
Ferrari 550 Maranello	169 F	'96-'02	12/5474	478/7000	420/5000	1690kg	287	4.4	-	-	199	★★★★★
Ferrari GTC4 Lusso T	246 D	£200,165	8/3855	602/7500	560/3000	1865kg	328	3.5	-	-	199	★★★★★
Ferrari GTC4 Lusso	225 D	£230,430	12/6262	680/8000	514/5750	1920kg	360	3.4	-	-	208	★★★★★
Ferrari FF	194 F	'11-'15	12/6262	651/8000	504/6000	1880kg	347	3.7	-	-	208	★★★★★
Ferrari 612 Scaglietti	090 F	'04-'11	12/5748	533/7250	434/5250	1875kg	289	4.0	4.3	9.8	199	★★★★★
Ferrari LaFerrari	203 F	'13-'15	12/6262	950/9000	664/6750	1574kg	613	3.0	-	-	217+	★★★★★
Ferrari Enzo	203 F	'02-'04	12/5999	651/7800	485/5500	1365kg	485	3.7	3.5	6.7	217+	★★★★★
Ferrari F50	186 F	'95-'97	12/4699	513/8500	347/6500	1230kg*	424	3.9	-	-	202	★★★★★
Ferrari F40	222 F	'87-'92	8/2936	471/7000	426/4000	1100kg*	437	4.1	-	-	201	★★★★★
Ford GT	241 F	\$450,000	6/3497	647/6250	550/5900	1385kg*	475	2.8	-	-	216	★★★★★
Ford GT	200 F	'04-'06	8/5409	550/6500	500/3750	1583kg	353	3.9	-	-	205	★★★★★
Hennessey Venom GT	180 F	'11-'17	8/7000	1244/6500	1155/4000	1244kg	1016	2.5	-	-	270	★★★★★
Honda NSX	246 F	£144,765	6/3493	573	476/2000	1776kg	328	2.9	3.0	6.9	191	★★★★★
Honda NSX (NA2)	188 F	'97-'05	6/3179	276/7300	224/5300	1410kg	196	5.7	-	-	168	★★★★★
Honda NSX-R (NA2)	100 F	'02-'03	6/3179	276/7300	224/5300	1270kg	221	4.4	-	-	168	★★★★★
Jaguar XJ200	157 F	'92-'94	6/3498	542/7200	475/4500	1470kg	375	3.7	-	-	213	★★★★★
Koenigsegg Agera One R	202 F	£52.0m	8/5065	1341/7500	1011/6000	1360kg	1002	2.9	-	-	273	★★★★★
Koenigsegg Agera	180 F	'11-'14	8/5032	1124/7100	885/2700	1435kg	796	2.8	-	-	273	★★★★★
Koenigsegg CCRX Edition	118 F	'08-'10	8/4800	1004/7000	796/5600	1280kg*	797	2.9	-	-	250+	★★★★★
Lamborghini Huracán RWD	229 F	£155,400	10/5204	572/8000	391/6500	1389kg*	385	3.4	-	-	199	★★★★★
Lamborghini Huracán	209 D	£186,760	10/5204	602/8250	413/6500	1422kg*	430	3.2	-	-	201+	★★★★★
Lamborghini Huracán Performante	242 F	£215,000	10/5204	631/8000	442/6500	1382kg*	464	2.9	-	-	201+	★★★★★
Lamborghini Gallardo LP560-4	180 D	'08-'13	10/5204	552/8000	398/6500	1410kg*	398	3.7	-	-	202	★★★★★
Lamborghini Gallardo LP550-2 Balboni	138 F	'09-'10	10/5204	542/8000	398/6500	1380kg*	399	3.9	-	-	199	★★★★★
Lamborghini LP570-4 Superleggera	152 F	'10-'13	10/5204	562/8000	398/6500	1340kg*	426	3.4	3.5	-	202	★★★★★
Lamborghini Gallardo	094 F	'03-'08	10/4961	513/8000	376/4250	1436kg*	364	4.0	4.3	9.4	196	★★★★★
Lamborghini Gallardo Superleggera	104 F	'07-'08	10/4961	522/8000	376/4250	1420kg*	373	3.8	-	-	196	★★★★★
Lamborghini Aventador S	246 F	£271,146	12/6498	730/8400	509/5500	1575kg*	471	2.9	-	-	217	★★★★★
Lamborghini Aventador SV	216 F	£321,723	12/6498	740/8400	509/5500	1525kg*	493	2.8	-	-	217+	★★★★★
Lamborghini Aventador	194 F	'11-'17	12/6498	690/8250	509/5500	1575kg*	445	2.9	-	-	217	★★★★★
Lamborghini Murciélago LP640	093 F	'06-'11	12/6496	631/8000	487/6000	1665kg*	385	3.8	-	-	211	★★★★★
Lamborghini Murciélago LP670-4 SV	200 F	'09-'11	12/6496	661/8000	487/6500	1565kg*	429	3.3	3.2	7.3	212	★★★★★
Lamborghini Murciélago	089 D	'01-'06	12/6192	572/7500	479/5400	1650kg*	351	4.0	-	-	206	★★★★★
Lamborghini Diablo VT 6.0	019 F	'00-'02	12/5992	543/7100	457/5500	1625kg*	343	3.9	-	-	208	★★★★★
Lexus LFA/LFA Nürburgring	200 F	'10-'12	10/4805	552/8700	354/6800	1480kg	379	3.7	-	-	202	★★★★★
Maserati MC12	079 F	'04-'05	12/5998	621/7500	481/5500	1445kg	437	3.8	-	-	205	★★★★★
McLaren 540C	234 F	£135,000	8/3799	533/7500	398/3500	1311kg*	413	3.5	-	-	199	★★★★★
McLaren 570S	229 F	£149,000	8/3799	562/7500	443/5000	1440kg	397	3.2	-	-	204	★★★★★
McLaren 570S Track Pack	235 D	£159,750	8/3799	562/7500	443/5000	1415kg	404	3.2	-	-	204	★★★★★
McLaren 570S Spider	239 F	£164,750	8/3799	562/7500	443/5000	1498kg	381	3.2	-	-	204	★★★★★
McLaren 570GT	228 F	£157,000	8/3799	562/7500	443/5000	1495kg	382	3.4	-	-	204	★★★★★
McLaren 570GT Sport Pack	246 D	£161,900	8/3799	562/7500	443/5000	1486kg	384	3.4	-	-	204	★★★★★
McLaren 720S	244 F	£218,020	8/3994	710/7250	568/5500	1283kg*	562	2.9	2.9	5.6	212	★★★★★
McLaren 650S	196 F	'14-'17	8/3799	641/7250	500/6000	1428kg	456	3.0	-	-	207	★★★★★
McLaren 675LT	228 F	'15-'17	8/3799	666/7100	516/5500	1328kg	510	2.9	-	-	205	★★★★★
McLaren 675LT Spider	222 D	'16-'17	8/3799	666/7100	516/5500	1368kg	495	2.9	-	-	203	★★★★★
McLaren 12C	228 F	'11-'14	8/3799	616/7500	442/3000	1434kg	345	3.3	-	-	207	★★★★★
McLaren P1	228 F	'13-'15	8/3799	903/7500	664/4000	1490kg	616	2.8	-	-	217	★★★★★
McLaren F1	228 F	'94-'98	12/6064	627/7500	479/4000	1138kg	560	3.2	-	-	240	★★★★★
Mercedes-AMG GT R	236 F	£143,260	8/3982	571/6250	516/1900	1555kg	377	3.6	3.3	7.1	198	★★★★★
Mercedes-Benz SLS AMG	159 F	'10-'15	8/6208	563/6800	479/4750	1620kg	335	3.9	4.1	8.4	197	★★★★★
Mercedes-Benz SLS AMG Black Series	204 F	'13-'15	8/6208	622/7400	468/5500	1550kg	408	3.6	-	-	196	★★★★★
Mercedes-Benz SLR McLaren	228 F	'03-'07	8/5439	617/6500	575/3250	1693kg	370	3.8	-	-	208	★★★★★
Noble M600	186 F	£200,000	8/4439	650/6800	604/3800	1198kg*	551	3.5	3.8	7.7	225	★★★★★
Pagani Huayra	185 F	c\$1m	12/5980	720/5800	371/2250	1350kg*	542	3.3	-	-	224	★★★★★
Pagani Zonda 760RS	170 F	£1.5m	12/7291	750/6300	575/4500	1210kg*	630	3.3	-	-	217	★★★★★
Pagani Zonda S 7.3	096 F	'02-'05	12/7291	555/5900	553/4050	1280kg*	441	3.7	-	-	220+	★★★★★
Pagani Zonda F	186 F	'05-'06	12/7291	602/6150	575/4000	1230kg*	497	3.6	-	-	214+	★★★★★
Pagani Zonda Cinque Roadster	147 D	'09-'10	12/7291	669/6200	575/4000	1210kg*	562	3.4	-	-	217+	★★★★★
Porsche 911 GT3 (991.2)	247 F	£111,802	6/3996	493/8250	339/6000	1413kg	355	3.9	-	-	198	★★★★★
Porsche 911 GT2 RS (991.2)	243 F	£207,506	6/3800	690/7000	553/2500	1470kg	477	2.8	-	-	211	★★★★★
Porsche 911 GT3 (991.1)	206 F	'16-'16	6/3799	468/8250	324/6250	1430kg	333	3.5	-	-	196	★★★★★
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	★★★★★
Porsche 911 R (991.1)	229 F	'16	6/3996	493/8250	339/6250	1370kg	366	3.8	-	-	200	★★★★★
Porsche 911 GT3 (997.2)	182 F	'09-'11	6/3797	429/7600	317/6250	1395kg	312	4.1	4.2	9.2	194	★★★★★
Porsche 911 GT3 RS (3.8, 997.2)	200 F	'10-'11	6/3797	444/7900	317/6750	1370kg	329	4.0	-	-	193	★★★★★
Porsche 911 GT3 RS 4.0 (997.2)File	187 F	'11-'12	6/3996	493/8250	339/5750	1360kg	368	3.8	-	-	193	★★★★★
Porsche 911 GT2 RS (997.2)	204 F	'10-'13	6/3600	611/6500	516/2250	1370kg	453	3.5	-	-	205	★★★★★
Porsche 911 GT3 (997.1)	182 F	'07-'09	6/3600	409/7600	298/5500	1395kg	298	4.3	4.3	9.4	192	★★★★★
Porsche 911 GT3 RS (997.1)	105 F	'07-'09	6/3600	409/7600	298/5500	1375kg	302	4.2	-	-	193	★★★★★
Porsche 911 GT3 (996.2)	221 F	'03-'05	6/3600	375/7400	284/5000	1380kg	272	4.5	4.3	9.2	190	★★★★★
Porsche 911 GT3 RS (996.2)	068 F	'04-'05	6/3600	375/7400	284/5000	1360kg	280	4.4	-	-	190	★★★★★
Porsche 911 GT2 (996.2)	072 F	'04-'06	6/3600	475/5700	472/3500	1420kg	338	4.0	-	-	198	★★★★★
Porsche 911 GT3 (996.1)	242 F	'99-'01	6/3600	360/7200	273/5000	1350kg	271	4.8	4.5	10.3	187	★★★★★
Porsche 911 Turbo (991.2)	234 F	£128,692	6/3800	533/6400	524/1950	1595kg	340	3.0	-	-	198	★★★★★
Porsche 911 Turbo S (991.2)	223 F	£147,540	6/3800	572/6500	553/2250	1600kg	363	2.9	2.6	6.0	205	★★★★★
Porsche 911 Turbo S (991.1)	217 F	'13-'15	6/3800	552/6500	553/2200	1605kg	349	3.1	-	-	197	★★★★★
Porsche 911 Turbo (997.2)	218 F	'09-'13	6/3800	493/6000	479/1950	1570kg	319	3.7	3.2	7.3	194	★★★★★
Porsche 911 Turbo (997.1)	094 F	'06-'09	6/3600	472/6000	457/1950	1585kg	303	3.7	4.0	8.7	193	★★★★★
Porsche 911 Turbo (996)	017 F	'00-'06	6/3600	442/6000	413/2700	1540kg	273	4.2	4.1	10.0	190	★★★★★
Porsche 911 Turbo (993)	066 F	'95-'98	6/3600	402/5750	398/4500	1500kg	272	4.3	-	-	180	★★★★★
Porsche 918 Spyder	233 F	'13-'15	8/4593	875/8500	944/6600	1674kg	531	2.6	-	-	211	★★★★★
Porsche Carrera GT	200 F	'04-'06	10/5733	604/8000	435/5750	1380kg	445	3.9	-	-	205	★★★★★
Ruf CTR 'Yellowbird'	097 F	'87-'89	6/3366	469/5950	408/5100	1170kg	345	4.8	-	-	211	★★★★★

MONACO

Following in the tyre tracks of Senna, Hill and Hamilton is just a dream away...

by HENRY CATCHPOLE

AS THE SATIATING EFFECTS OF a Sunday lunch combine with the background noise of the turbocharged V6 engines on the television, you find yourself nodding off. The last words you hear impart the knowledge that 'Hamilton only has to complete another 59 laps like that and he'll win his 17th race of the season'. As you drop off, remote in hand, the commentary and modern F1 drone is replaced by something altogether more inspiring: a naturally aspirated V8.

At first, the source of the sound is hidden amongst the buildings. There are glimpses of a cerulean sea in the bay but

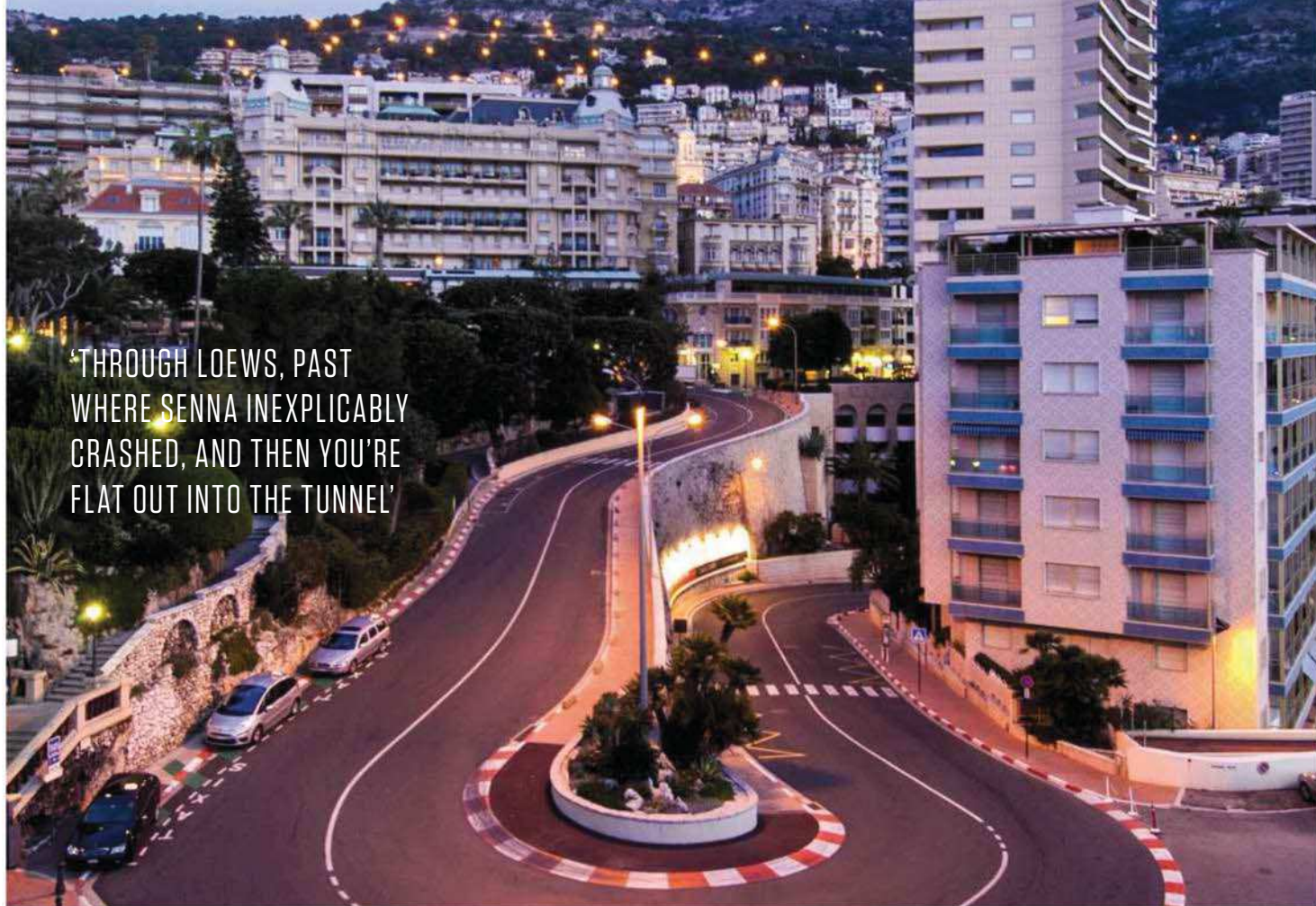
it's mostly covered with a moving carpet of boats. Then you see the car flash past, water to its left. There are flashes of red and gold. A 1960s Lotus F1 car with a DFV in the back? Graham Hill at the wheel, perhaps. The wheels are certainly jutting out from the body, but the shape is wrong and the dampers appear to be inboard.

Now you're on the road, deserted in your dream, but devoid of the paraphernalia of the Monaco Grand Prix. Standing on the start/finish straight, pits behind you, the little car belts towards you, air intake jutting up like a Ferrari 312T's. Then you are inside chasing another one, following the exposed engine and gleaming silencer up the hill towards the casino. Plenty of exotica parked outside today, but this is better than all of them. A manual would be authentic, but the pneumatic paddleshift is instant in its response.

Hard on the left-hand pedal as you run down to Mirabeau, trail-braking to help

the light nose into the corner. Through Loews, past the point where Senna inexplicably crashed, then flat out into the tunnel. It's more of a bend than it looks on television, but the noise of the Ariel Atom 500's engine is all you care about in here. Your eyes struggle for a moment as you flash from dark to light and you wonder if you'll get it all stopped for the chicane. You take more kerb than is ideal, and as a wheel gets airborne you jolt awake to the sound of the remote hitting the carpet. Just a dream.

'THROUGH LOEWS, PAST WHERE SENNA INEXPLICABLY CRASHED, AND THEN YOU'RE FLAT OUT INTO THE TUNNEL'



HIGH PERFORMANCE FINANCE PACKAGES

Supercar Finance is one of the UK's leading experts in arranging bespoke finance for high value vehicles.

We have 20 years' specialist experience in arranging affordable and competitive funding solutions for our customers.

Whether you're buying privately or from a dealer, or releasing equity from an existing vehicle, our expert advisers will help you with a finance solution that is ideally tailored to your requirements.

To find out more please call us now or visit our website.



0333 0000 911
supercarfinance.co.uk

Supercar Finance is a trading division of Sterling Capital Finance (SE) Ltd.

Sterling Capital Finance (SE) Limited is Authorised and Regulated by the Financial Conduct Authority No. 673151.

Registered Office: The Old Oast, Coldharbour Lane, Aylesford, Kent ME20 7NS

Registered in England No. 3666971



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.