

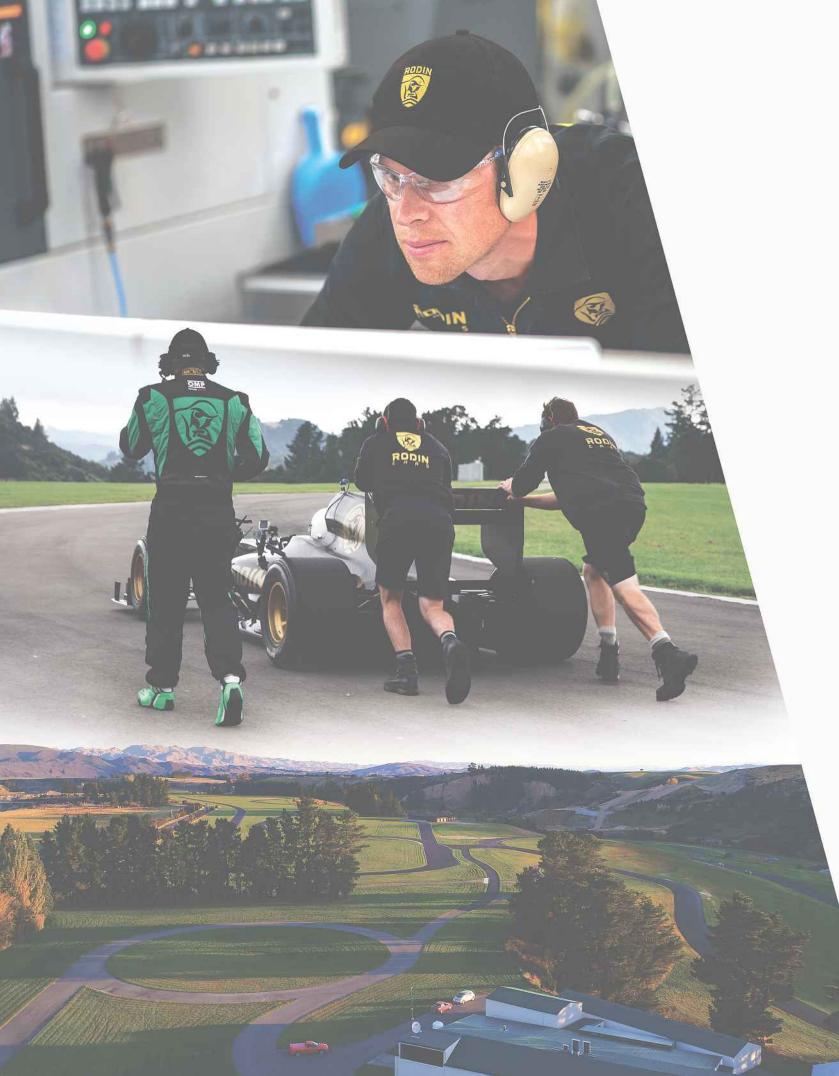




147 JGS

GTT

GY70 GMZ









ESTASI

POWER OF CONTROL.

Model shown is a Ford Fiesta ST-3 3-Door, 1.5 200PS Manual Petrol with optional Full LED Headlamps. Fuel economy mpg (l/100km), (Combined): 40.4 (7.0). CO2 emissions: 158g/km.

Figures shown are for comparability purposes; only compare fuel consumption and CO2 figures with other cars tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted, variations in weather, driving styles and vehicle load.





Contents

FEATURES

052

LAMBO AVENTADOR SVJ v NISSAN GT-R NISMO

They're glorious anachronisms and more extreme than ever before. Jethro Bovingdon drives two **evo** favourites that are growing old disgracefully

064

VOLVO PI800 CYAN

It's the restomod that nobody expected, but who better to make it than the race team formerly known as Polestar? Adam Towler gets to grips with this most unlikely road-racer

076

GR YARIS v IMPREZA 22B v Sport Quattro

Can Toyota's new homologation creation really go toe-to-toe with the best rally-bred specials of the past? Richard Meaden decides

094

AUDI, SUBARU & TOYOTA In Rallying

Our cover cars would never have existed were it not for their rallying counterparts. Adam Towler takes a look at these stars of the stage

102

LIFE THROUGH A LENS: DEAN SMITH

The former **evo** staff photographer takes a look back over his career to date, and shares the stories behind some of his favourite images

CEDES-AMC

110

MERCEDES-AMG C63 S ESTATE v AUDI RS4 AVANT

They make practical look cool, but put very different ingredients into their super-estate recipes. Steve Sutcliffe decides which is most to his taste

116

ROCKETEER MX-5 V6

With a power-to-weight ratio to rival a modern Porsche Boxster's, Rocketeer's V6-powered Mk2 is an MX-5 like no other. Adam Towler finds out what makes it so special

VI47 JGS

122

BMW M SPECIAL

With BMW's new M3 and M4 imminent, we examine the 2021 M line-up, go for a spin in the latest M5 Competition, and take a closer look at M's greatest hits

Glug Glug Glug Plug



Switch it up The new all-electric Corsa-e

Search Corsa-e



Fuel economy and CO_2 results for the Corsa-e 100KW (136PS). Mpg (I/100km): N/A. CO_2 emissions: Og/km. Electric range up to 209 miles (WLTP).

The range and electric consumption figures mentioned comply with the WLTP test procedure, on the basis of which new vehicles are type approved from 1 September 2018. They may vary depending on actual conditions of use and on different factors such as: vehicle load, accessories fitted (post registration), speed, thermal comfort on board the vehicle, driving style and outside temperature. The charging time depends in particular on the power of the charger on board the vehicle, the charging cable and the type and power of the charging station used. Please contact your Vauxhall Retailer for further information.





REGULARS



014

FIRST DRIVES

This month: Radical's new SR10, BMW's M440i xDrive, a 720bhp Bullitt Mustang, and (at last!) Porsche's 992 Carrera S with a manual gearbox

034

IGNITION

Singer's created a spiritual successor to the rally-spec 959, and we've got details of all of 2021's most exciting new arrivals

043

LETTERS

We chose the right winner for eCoty, possibly, but the wrong Civic, maybe, and now know the optimum size for a cylinder, perhaps

047

COLUMNS

Meaden's been reminded of a McRae moment, Porter's hosting a Swaporama for unwanted Christmas gifts, and Bovingdon appears to have gone all soft

100

SUBSCRIPTIONS Save £23.88 in your first year with a subscription to evo – and receive a special free gift too!

136

LONG-TERMERS

Our Toyota GR Supra has been squaring up to a German rival, two of our Porsche 911s have received upgrades, and both the Audi RS7 Sportback and Dacia Duster have departed

154

THE KNOWLEDGE

The **evo** verdict on every performance car that's worth knowing about. Is yours listed?

170

EVO ARCHIVE

Combining the finest supercars of their era with beautiful Italian scenery and unforgettable storytelling, 'The Test' is still talked about 20 years later. Peter Tomalin takes a trip down memory lane



SENSATIONAL

TYRE AWARD

HIGHLY Commended

Another sensational performance by an outstanding Continental tyre. SportContact[™] 6 delivered outstanding grip, precise handling and excellent braking performance.

Whatever the season, whatever the weather, we have the perfect tyre for you.



www.continental-tyres.co.uk



EDITORIAL

020 3890 3890 eds@evo.co.uk

www.evo.co.uk

evo, Dennis Publishing, 31-32 Alfred Place, London WC1E 7DP, United Kingdom

EDITOR Stuart Gallagher

MANAGING EDITOR Ian Eveleigh

DEPUTY EDITOR Adam Towler

ART EDITOR Rich Browne

DIGITAL NEWS EDITOR Jordan Katsianis

SENIOR PHOTOGRAPHER Aston Parrott

EDITORIAL ASSISTANT Sam Jenkins

CONTRIBUTING EDITORS John Barker Jethro Bovingdon Henry Catchpole Richard Meaden Richard Porter

GROUP WEB EDITOR Steve Walker

Steve Sutcliffe

EDITORIAL DIRECTOR Steve Fowler

CONTRIBUTING WRITERS Antony Ingram

CONTRIBUTING PHOTOGRAPHERS Matt Howell Andy Morgan David Shepherd Dean Smith

IT WOULDN'T HAVE BEEN POSSIBLE WITHOUT Peter Allen Richard Groves Richard Tipper Peter Tomalin

Ed speak



FOR THE LAST EIGHT WEEKS THE ZOOM CONVERSATIONS

have been with manufacturers confirming what is actually happening with new products this year rather than what has been guessed on the internet. If you logged into the call, for the first five minutes you would be under the impression that there wasn't a great deal planned for 2021, especially for those with an eye for a new driver's car. Of course the complete opposite is true.

Audi, Bentley, Hyundai N, Porsche, Maserati, McLaren, Volkswagen, they all have either all-new performance cars heading our way or new performance derivatives of existing models to entice

us to browse the configurator and (hopefully) place an order. But will you?

There's a worrying trend for the industry suggesting that 2020 has made many re-evaluate what they actually need a car for, which is also impacting their decision on what type of car they want. Hence the increase in sales of electric vehicles coinciding with a pretty horrendous time in the showroom for new car sales and a boom for used sales.

Dig a little deeper and you soon discover that the second-hand and nearly-new car boom includes an upswing in interest in used performance cars. Some have put this down to 2020 being so horrendous that drivers have taken the decision that it's better to have owned and enjoyed their dream car rather than for it to remain just a dream. So back goes the PCP loaner and in comes the car they have always promised themself.

There is also evidence suggesting that the new-car bandwagon has come to an abrupt halt for many. The need to have something shiny and new every 24 to 36 months no longer appeals as it previously did, especially given how we live our lives and how we work has changed so much. Why spend £500 a month on a car for your colleagues to admire in the car park when they now only see you via video call?

If the amount of time we spend behind the wheel is going to be restricted for the foreseeable, we might as well spend it driving something interesting, shouldn't we? After all, life is too short to drive boring cars, and now it seems more people are waking up to this.

Stuart Gallagher, Editor @stuartg917

THE NEXT ISSUE OF EVO WILL BE ON SALE WEDNESDAY 17 FEBRUARY









Save £23.88 in your first year with a subscription to evo and receive exclusive collector's edition covers too. Sign up before 5 February to start with the next issue. See page 100 for details

> SUBSCRIPTION HELP ManageMyMags.co.uk 0330 333 9491 subscriptions@evo.co.uk

For subscriptions in the USA and Canada, see final page

BACK ISSUES 0330 333 9491



ADVERTISING

020 3890 3890 ads.evo@dennis.co.uk

31-32 Alfred Place, London WC1E 7DP

CHIEF REVENUE OFFICER Julian Lloyd-Evans **GROUP ADVERTISING DIRECTOR**

Steve Machin **CLIENT SALES MANAGER**

Pierre Clements pierre_clements@dennis.co.uk 020 3890 3902

ACCOUNT MANAGER Miles Taylor

miles taylor@dennis.co.uk 020 3890 3989 DIRECT MARKETING MANAGER

Hannah Manning-Swallow PRODUCTION MANAGER COMMERCIAL PUBLISHER Sarah Perks

ADVERTISING DIRECTOR - AUTOMOTIVE Ciaran Scarry

CLIENT SALES MANAGER

Neale Salt neale_salt@dennis.co.uk 020 3890 3849 ACCOUNT MANAGER

Demi Davies

demi davies@dennis.co.uk 020 3890 3731

NEWSTRADE DIRECTOR David Barker

Mike Hills

CREATIVE SOLUTIONS

HEAD OF COMMERCIAL DESIGN Rob Callaghan **GROUP PROJECT MANAGER** Avril Donnelly

LICENSING & SYNDICATION

LICENSING MANAGER Carlotta Serantoni LICENSING & SYNDICATION EXECUTIVE Nicole Adams

PUBLISHING

PUBLISHING MANAGER Holly Jerram DIGITAL BRAND DIRECTOR Amrit Gill

DENNIS PUBLISHING

CHIEF BRAND OFFICER Nicola Bates CHIEF OPERATING OFFICER Pete Wootton **GROUP CEO** James Tye **COMPANY FOUNDER** Felix Dennis

EVO WORLDWIDE

🚰 Australia Jesse Taylor 🔚 China Zheng Chen 🔜 Croatia Nikola Curic Czech Republic Petr Ehrlich Egypt Ahmed Wakil France Patrick Garcia Lindia Sirish Chandran Litaly Piero Bacchetti Korea Yushin Lim Middle East Bassam Kronfli Singapore Sheldon Trollope 🖿 Slovenia Matjaž Korošak 💶 Spain Javier Arús Thailand Chettha Songthaveepol C Turkey Bahadir Bektas

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

Remember, if your local newsagent doesn't stock evo, just ask them to order it for you. Subscription prices: UK £4799, Europe £58.20, Rest of World £85, USA \$115, All for 12 issues. 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.

Copyright Evo Publications Ltd, which is a subsidiary of Dennis Publishing Limited. Evo is a trademark of Evo Publications Ltd. Printed in the UK by Wyndeham Bicester Distributed by Seymour. 2nd Floor, 2 East Poultry Avenue, London, ECIA 9PT. Ed: (20 7429 4000. Fax: 020 7429 3625. Web: seymour.co.uk ISSN 1464-2786 USPS 024-183





FIGHT BACK AGAINST THE ELEMENTS



PROPERTIES



PREVENTS UV DAMAGE



♦ GUARDS AGAINST THE ELEMENTS



WATER REPELLENT



PREVENTION IS BETTER THAN CURE. AND FOR GYEON, PROTECTION IS NOT ENOUGH. THUS, WE GUARANTEE REAL AND ACTIVE DEFENCE MECHANISMS FOR EVERY SURFACE OF YOUR CAR. THE ELEMENTS DON'T STAND A CHANCE WHEN FACED WITH OUR UNIQUE QUARTZ COATING FORMULAS. FIND OUT MORE AT:



WWW.GYEONSERVICES.COM



by JETHRO BOVINGDO

Radical SR10

By combining intense trackday performance with enhanced durability, this latest Radical aims to offer the best of both worlds. Does it succeed?

SRID

MOTUL

apical



SRID

RADICAL

OTS OF MAGICAL SEQUENCES GET seared into the memory banks in this job. I can close my eyes and relive so many drives: howling along the Pacific Coast Highway in the Ford GT in 2005 with its chief engineer alongside and a Ferrari 360 Modena (cheekily supplied by Ford as a benchmark) disappearing in the rear-view mirror; chasing 288 GTO, F40 and Enzo in the sublime F50 across our favourite road in Wales on a crisp autumn evening; watching Dickie Meaden slip and slide in a Carrera GT from the driver's seat of a Noble M600; and so many more.

You wouldn't expect a cold day in Lincolnshire to elbow its way into the files marked 'Thank

God I don't have a real job'. However, back in 2016 Radical rolled into our Track Car of the Year test with its RXC Spyder and made Blyton Park feel as epic as Spa-Francorchamps on a sunny day. I'll never forget trying to beat the lap time set the previous year by the 650S GT3. We missed out by three-tenths but my face is still aching from the smile and I'm still hoarse from all the whooping and hollering. The combination of real, tangible downforce, unbelievable approachability and a 3-litre V8 that produces 440bhp and revs to 10,500rpm was genuinely extraordinary. It's hard to imagine a car more thrilling.

Today the new Radical SR10 has even bigger



hurdles to overcome if it's to join its highly strung sibling and create a new unforgettable memory. The location is Bedford Autodrome, the weather is bleak and I've got just 20 minutes to find out about this new trackday offering from Radical. Furthermore, the key ingredient that made the RXC Spyder so utterly spellbinding is gone. Instead of a screaming 3-litre V8 mounted behind the cockpit, there's the familiar 2.3-litre turbocharged four-cylinder engine sourced from Ford (albeit heavily reworked and with a custom Garrett turbo and forged internals) that is, in my experience, rarely inspirational.

Let's not be too downhearted, though. The RPE-Ford (Radical Performance Engines) unit is good for 425bhp at 6900rpm and 380lb ft at 3900rpm, and the rest of the package is a further refinement of the familiar Radical recipe, promising a high-downforce LMP-style driving experience and – the crucial bit – very reasonable running costs. It slots into an extensive range starting with the baby SR1 (1340cc, 182bhp, 490kg) progressing through SR3 XX (1500cc, 226bhp, 615kg), SR8 (2.7-litre V8, 411bhp, 725kg) and heading up to the physically bigger RXC cars, which are now exclusively powered



by the EcoBoost 3.5-litre V6, twin-turbocharged for 650bhp. Think of the SR10 as an SR8 with lots and lots more torque, lower maintenance costs and a few refinements along the way. It costs £126,000.

The natural habitat for the SR10 is a very long way from a dank day in Bedfordshire. Radical has seen a huge upswing in US sales since the launch of various 'race resorts' such as Thermal in California, Spring Mountain Motorsports Ranch in Nevada and Monticello Raceway, New York, and so the SR10 is built very much with them in mind. The focus is on retaining the extraordinary performance and dynamics of the SR8 but ensuring they're much more of a turnkey proposition. An SR8 needs an engine refresh after every 40 hours of racing, the SR10 doubles that, and this will be extended further at less taxing trackday speeds. Of course, the SR10 will also be eligible for a number of race series around the world if the owners want to step up to competition.

Stand on the driver's seat and then wriggle down into position and the SR10 simultaneously spikes your heart rate and puts you at ease. The driving environment can't help but intimidate a little as it's





so far from even the extreme road car norm, but at the same time it's wonderfully uncompromised and the controls are perfectly placed. The oblong steering wheel feels fantastic and is, of course, a complete control centre, with everything from rotary dials for various engine maps to buttons for the pitlane limiter, headlight flash and Neutral for the gearbox, while short paddles are affixed to its rear. Plus, it looks a bit like an F1 or LMP wheel. Which is cool. You need cool stuff when you're spending well over £100,000 on a trackday car.

Selecting first is easy. Depress the clutch, thumb the Neutral button, flick the upshift paddle with your right fingers and hear and feel the gear engage with a little jolt. The SR10 is the first Radical with a new Hewland TMT transaxle that was developed primarily for F2 and mid-torque GT applications, and is here fitted with a Wavetrac ATB differential. These helical-geared torque-biasing diffs again require less servicing than a plate-type set-up. Anyway, that's the easy bit. Rolling away is a tad trickier as the clutch actuation is extremely unforgiving. I stall it once. Maybe twice. Luckily, I won't have to touch the clutch pedal again until I roll back in and stop... **Top and left:** LMP-inspired bodywork and bi-plane rear wing deliver exploitable downforce. **Above:** cockpit can be specced with one or two seats; race-style steering wheel contains a TFT display for the instruments

It takes one turn to know that the SR10 feels more physical than SR8 or the RXC Spyder from back in 2016. The (unassisted) steering is heavy, the torque hits hard and with startling urgency, and somehow the economy of movement required to guide a Radical around a track seems slightly at odds with the booming power and hefty rack. Without the manic motorcycle-derived powertrains of other Radicals even the messages coming back to the driver are slightly harder to decipher. It's quieter, there's less immediacy to the power delivery and yet it's actually hitting much harder much sooner, and it's all slightly disorientating. This is a bit of a stretch but I remember way back in 2006 speaking to the drivers of the then new diesel-powered R10 TDI Le Mans racer. They all struggled initially to find the limits because their usual aural reference points had all but disappeared. It's a similar sensation here.

'Your trackday supercar wouldn't know which way a Radical SR10 went'

Such is the competence of the SR10 that it doesn't take long to overcome the initial awkward exchanges. Radical has honed essentially this package for such a long time on racetracks the world over and it really shows. Beneath the miniprototype bodywork there's some lovely stuff: unequal length wishbones all round with adjustable pushrods, three-way adjustable Intrax dampers. centre-lock rims (8J x 15 front, 10.5J x 16 rear), fourpot brake calipers with 300mm discs and, of course, the spaceframe chassis with FIA-specification safety cell and crash structure. However, the real magic is how Radical creates high-downforce cars (this model produces circa 450kg against a kerb weight of 725kg) that feels so predictable and fluid at the limit.

The SR10 is true to that tradition and. surprisingly, finds tremendous traction despite the abundant low-down torgue. Every time I think I've opened the throttle too soon, the SR10 simply hooks up and goes. From feeling overambitious to rueing your timid efforts in about half a second is part of the learning curve with the SR10. It simply does things your brain and experience tell you shouldn't be possible. Even on a cold day and a green track, the way it changes direction, stops and then hauls out of corners is pretty incredible. The gearbox is simply superb – fast, positive. mechanical - and the brakes are full of feel. I won't pretend I don't miss the scream of RPE's own V8 engine but there's no arguing with the effectiveness of the in-line four. Your trackday supercar wouldn't know which way a Radical SR10 went.

For all that there are issues. For a car so tactile and responsive, the heavy, kickback-prone steering is too much for me. I almost don't want to admit it

Driven

to the engineers but, reassuringly, when I do they nod in agreement and point to a development car in the next garage running their electric power steering system. It will be an option and it's one that feels essential to me. It's hard to tune into what the front tyres are doing when you're having to muscle the car from your shoulders, especially in high-speed turns as the downforce builds. The stakes are high and just when you want to feel every change in surface or loading you instead feel overburdened with the effort of just keeping the thing on line.

The bigger question is what you want from your trackday car. Do you want the quickest, most race-proven car, capable of generating the most eye-popping G-force (2.3 in cornering, now I come to mention it)? The Radical SR10 ticks those boxes. Especially if you want to graduate quickly to motorsport. But there's none of the jewel-like detailing of an Ariel Atom here, nor the exquisite finish of the admittedly much pricier BAC Mono. The SR10 is awe-inspiring but it doesn't command quite as much wonder as those 'rivals'. It's all function and isn't offered as a road car.

The SR8 with its 2.7-litre V8 goes a long way to overcoming those issues. It's still a racecar in mind and body, but the engine gives it something akin to a soul. At the very least it will stir yours like little else. It's a gleeful, joyous, searingly sharp ingredient that you simply can't experience anywhere else. Think of it as three-quarters of a Valkyrie V12. Okay, maybe three-fifths. The point is that whilst the SR8 is special not solely because of its engine, to take away such a unique and exciting part and replace it with a more workmanlike four-cylinder turbocharged unit that sounds the same at 3000rpm or 7000rpm strikes a blow to its appeal.

It's impossible not to enjoy the SR10. This really is a fantastically capable and durable trackday car that can easily handle intensive racing, too. Furthermore, the logic behind it is perfectly sound. Even so, the call of that V8 is strong. Bedford was fun. Big fun. But it was Bedford. In an SR8 it would have been Spa, Monza, Brands Hatch GP or wherever you dream about driving.

Engine In-line 4-cyl, 2261cc, turbocharged Power 425bhp @ 6900rpm Torque 380lb ft @ 3900rpm Weight 725kg (596bhp/ton) 0-60mph 2.4sec Top speed 175mph (est) Basic Price £126,000 Intense, neck-straining track performance; durability It doesn't rev to 10,500rpm evo rating ★★★★☆

SRI

'It's impossible not to enjoy the SR10. It really is a fantastically capable car'



Driven

by STUART GALLAGHER

BMW M440i xDrive

Range-topping 4-series marks a welcome return to form for BMW's mid-sized coupe line

T'S THE GRILLE, ISN'T IT? YOU CAN'T stop staring at it, can you? The talk of the internet, the subject of memes, a design statement that has left many asking what on earth is going on at BMW under the design direction of Domagoj Dukec. Change, primarily. Just as Chris Bangle threw out the BMW design rule book nearly 20 years ago, so Dukec is doing the same again today as he moves the company away from what he considers years of play-it-safe styling.

We'll get the looks out of the way early doors, because the M440i xDrive is one of the best sports coupes you can buy and we'd rather focus on that. It's a shot in the arm for those who enjoy driving but have been left disappointed in recent times by manufacturers dressing up mutton and passing it off as a field-fresh lamb when it comes to cars in this class.

The design of the new 4-series is intended to provide the model with its own identity against the

3-series on which it is based. With it being one of BMW's most successful spin-offs (over 800,000 4-series Coupés, Cabriolets and Gran Coupés were sold in 2019) you can understand why the company would want to continue to nurture the model line by giving it its own unique appearance to differentiate it from the rest of its close-knit family. It's certainly unique, we'll give BMW that.

In a dark colour, with black trim (Shadowline Plus in BMW speak) replacing chrome, it's less jarring in the metal than perhaps the images suggest. But some will never get over it, others will soften to it, and there will be those who neither care about nor actually like such a bold design statement. And if it's purely the size of the grille that's an issue, BMW can only be accused of following Audi when it comes to oversized facial features.

For a BMW coupe the M440i's overall design is perhaps a little fussy for some tastes, too. In the past, 3-series-based coupes have always had a



Above: black wheels are a £300 option; grey and bicolour alternatives are also available, all measuring 19 inches in diameter. **Right:** cabin is a quailty affair, bolstered by offering grand-tourer levels of noise suppression



simplicity to their look, with clean lines and simple surface details, but there is no hiding from the fact that there is a lot going on with the 440i's look as a whole. Although black wheels don't help when it comes to defining where the body ends and the wheels and tyres start, being longer, taller and wider than the car it replaces there's a lot of pressed aluminium and steel to take in.

Beneath the M440i's new look is a further adaptation of BMW's modular CLAR steel and aluminium platform, as used by the 3-series. It also borrows that car's MacPherson strut front suspension and five-link rear layout, both retuned accordingly and with a shorter spring fitted along with adaptive dampers. The front geometry is adapted for the coupe's specific needs, too, and the model sits 15mm lower than the car it replaces.

The 440 rides with a GT-esque pliancy – even on 19-inch wheels and tyres – but not at the expense of its sports coupe aspirations. There's a tightness



Left: classic BMW dials are another victim of the company's new design direction, being replaced by these more stylised counter-rotating items







to its body control when you begin to lean on the chassis and it feels incredibly fluid and linear as you begin to push on. It's easy to build a rhythm quickly, understanding how to get the best from it in a relatively short space of time.

A quick and heavy-handed approach to turn-in results in a glassy feel back through the variableweight steering as the front begins to struggle to hold its line and the xDrive four-wheel drive is a little slow to divert the unwanted propulsion to the rear axle (a maximum of 40 per cent of the B58 straight-six's power and torque is sent to the front axle). Slow your entry speed and the M440i turns in sharper and with more clarity and allows you to hook up the throttle much earlier to drive out of the corner. In a car laden with technology it responds to a very traditional approach. As we have found with our M340i xDrive Fast Fleeter, slackening off the traction control a level allows the 440 to breathe with the surface a degree more, too. The wider slip angle results in no loss of forward propulsion, with the messaging coming back to you much clearer and the standard M differential in the rear axle able to perform with more freedom and a wider remit when the shackles are loosened.



Above: as in its other applications, BMW's 369bhp turbocharged straight-six feels potent and responsive

And it's welcome, because this is a quick car. Actually, make that a deceptively quick one. With 369bhp and the same number when it comes to torque, it doesn't hang around. At 1730kg it's not as sprightly off the line as those output numbers suggest, but when it gets into the meat of its power and torque delivery you find yourself traveling at a pace more akin to that of a full-blown M-car.

The 3-litre straight-six whips through the revs, instantly on the boil from the lowest of engine

'It's an engaging proposition for those unable to stretch to a full-blown M-car'

speeds before building through a meaty midrange and going on to a crescendo that's almost naturally aspirated in its crispness. The eight-speed torqueconverter auto (no manual, sorry) is equally reactive when it comes to serving the next gear, especially so if you've opted for the transmission's quickest shift speed to accompany the engine's Sport Plus mode. Set up this way the 440i's powertrain is at its most responsive and its maximum potential. It's certainly a more authentic and engaging experience than that served by the Merc-AMG C43.

You sit lower in the M440i than you do in a 3-series equivalent thanks to the seat being positioned lower in the car and the windscreen being more steeply angled. This results in a feeling of sitting in rather than on the car, your legs straight out in front of you like in BMW's of old. Ergonomically it's an inviting place to be, the three-spoke wheel – thankfully not full M-car fat in rim diameter – offers plenty of adjustment, too. The gearshift paddles lack tactility, though; like so many they are too small and feel more of an afterthought than a considered piece of design. It's time manufacturers started to offer different sized paddles as an option, or the aftermarket sector could up its game and steal a march on the slow-to-respond OEMs.

Yet this is a small blot in the copy book. As a sports car the M440i glides under the radar at quite a rate of knots. Its constituent parts combine to create an engaging proposition for those unable to stretch to a full-blown M-car, or who require the more practical approach a 4-series coupe offers over a fully fledged two-seat sports car. It's a properly well sorted and hooked up machine, too. Quick, regardless of the powertrain modes selected, and controlled and engaged when pushed, there's a layer of polish that has been missing from such models in BMW's recent past. This range topping 4-series also feels a step up from its smaller-engined cousins when it comes to enjoying the process of driving.

There's an added layer of duality, too. For while being an M Performance model the focus is naturally on performance, the 440i is also well rounded and an unexpected junior GT car. When you're not tearing



Top: M Sport bucket seats are an £890 option and feature black M logos and full electric adjustment

around the countryside it soothes and comforts. The interior is whisper quiet, solid too, and the whole car oozes a charm and a quality that creates enough distance between it and, say, a 420d. It's very reminiscent of the E46 330Ci in how it exudes a calm confidence when being stretched and a performance window that's both clearer and wider than anyone expected.

Big-engined, small-bodied coupes have been a BMW forte for generations. While it perhaps didn't invent the genre it did at least help shape it and most definitely led it while others followed some way behind. In recent years that hasn't always been the case, with the offerings from Munich feeling no more involving than the equivalents from Stuttgart or Ingolstadt. That's no longer the case, with the M440i xDrive being a demonstration that BMW's engineers have found their form once again. If you dismiss it because of its looks, or what others think of its appearance, you'll be passing over the best in class.

evo rating *****





by JOHN BARKER PHOTOGRAPHY by DEAN SMITH

Ford Mustang Steve McQueen Bullitt Edition

Mustang tuner Steeda and Steve McQueen's son have collaborated to produce the ultimate, 720bhp tribute act



LENDING INTO TRAFFIC ON AN ELEVATED section of the Nottingham ring road, I can't help thinking that the roller-coaster streets of San Francisco – or anywhere warm, in fact – would be a better place to appreciate a car of this potential. That said, there was no way I was going to turn down an invitation to drive the UK's one and only Steve McQueen Edition Bullitt Mustang... all 720bhp of it.

So here we are, treading warily on the cold, damp roads of middle England, willing the pale winter sun higher to warm and dry the glistening surface so that we can get at least one full-throttle sweep of the rev-counter. Yes, at **evo** we're all about judging cars in the round but when one comes along with outrageous horsepower you're not going to be satisfied until you've felt the full force at least once.

The Bullitt Mustang that is the basis of this Steve McQueen Edition has been around for a couple of years now. It trades on the appeal of the Mustang driven by Frank Bullitt (played by McQueen) in the 1968 movie and is similarly subtle: painted Highland Green, lacking the usual badges and wearing a set of black five-spoke alloys with diamond-turned edges. You also get an extra 9bhp from the 5-litre V8, while the GT Performance Package is fitted as standard, adding six-pot Brembos, lower and stiffer springs, thicker anti-roll bars, recalibrated dampers and a Torsen limitedslip differential. All this adds £5400 to the price of the standard V8 GT, taking the total to £46,830. This Steve McQueen Edition, meanwhile, costs a



whopping £92,000. But what else can you buy with upwards of 700bhp for less than £100,000?

The car is the work of Steeda, a long-established American Mustang tuner, in collaboration with Chad McQueen Racing, the outfit run by Steve McQueen's only son, Chadwick. Visually, the McQueen edition is a subtle take on a subtle take, the only outward change being the wheels. These are upsized from 19in to wider 20s in the same attractive Fuchs/wobbly-web style but painted body colour and shod with appropriately wider Michelin Pilot Sport 4S tyres. And yet the McQueen edition looks fantastic, much better than the stock Bullitt, because those wheels and tyres sit perfectly in the arches, giving the car a superb stance. We couldn't help walking around it, admiring it from all angles, as it sat in the showroom of Sandicliffe Ford, the Nottingham dealer working with Steeda to supply examples in the UK.

The reason the McQueen edition looks so right isn't just down to the upscaled wheels and tyres. Most of Steeda's work is on the chassis and





Above: reworked suspension has brought greater control; the same modifications are available for other Mustangs, too, via Steeda's UK partner, Sandicliffe Ford

includes dual-rate road springs that lower the car by a modest but visually ideal 19mm. The rest is a comprehensive package of proven upgrades that sets out to increase dynamic precision and control and includes extra bracing for the front and rear suspension assemblies, billet aluminium mounts for the new front and rear anti-roll bars and billet front suspension vertical links. There's also an antihop kit for the rear suspension, though you'd think that the severe axle-tramp Frank Bullitt induced by reversing enthusiastically in the iconic movie wouldn't apply to the latest Mustang because it has independent rear suspension rather than a live axle and cart springs.

That lot costs a cool $\pounds 26k$ fitted. For another $\pounds 19.5k$ you can dramatically increase the power of the 5-litre V8 by installing a huge Whipple

supercharger between its cylinder banks. The 3-litre, twin-scroll 'charger swells power from an already tasty 453bhp to a shirt-ripping, Hulk-like 720bhp with a similar uplift in torque. It also comes with Ford Performance half-shafts rated at 1500bhp. If you've gone that far, it's just a small financial step (another £1000) for 'Stage 2', which gets you a larger diameter throttle body that lets even more air in and helps generate even more power, taking the total to a stupendous 800bhp.

If you've not been in a Mustang in the last ten years you'll probably be surprised to find that although, at a glance, the cabin looks as retro as the exterior, it's actually packed with thoroughly modern kit and has all the features you'd expect to find in a Focus ST. There are Recaro seats, a central screen and multiple drive modes including 'Track' and 'Drag Strip', each with its own dashboard display. There are McQueen-specific details too, of course, including illuminated sill-plates and a numbered facia plaque. Steeda also offers a 'club sport'-style option to delete the rear seats and have a half-cage instead, although this car doesn't have that particular feature.

It's no secret that I'm a sucker for a traditional V8. The standard Bullitt Mustang sounds fabulous, and when you push the start button of the McQueen edition it fires up with exactly the sound you'd wish for: a deep, heavy pulse, full and rounded but with a hint of the jagged, angry edge of a slightly petulant competition engine. Awesome.

The gearknob is a glossy white cue ball marked with the shift pattern, as in the Bullitt edition, but here it sits a lot lower thanks to Steeda's 'Tri-Ax' short shifter. It feels initially like it might be a little *too* short, but it works well if you adopt a positive, wristy action, slotting home with an appealing, mechanical precision. The six-speed 'box has to handle massive torque yet the clutch is both wellweighted and easy to modulate thanks to Steeda's spring assist kit – one of its most popular mods. The shift is also enhanced by Ford's rev-matching feature, which works brilliantly. Further down the driveline there's a carbonfibre propshaft and

'V8 rumble overlaid with supercharger whine, like a *Mad Max* Interceptor'

BUGG LTT

limited-slip diff (both standard on the V8 Mustang), those heavy-duty half-shafts and, finally, a pair of 305-section Michelin Pilot Sport 4Ss. Racier Cups are offered but these will do fine for today, thank you.

By the time we've added fuel and got beyond the city limits, there are dry roads. I steel myself, give the throttle a decent squeeze and the engine note gets even better, the solid V8 rumble overlaid with light supercharger whine, like a *Mad Max* Interceptor. There's a delicious, heavyweight feel to the engine's response no matter which gear you're in, and it's easy to mistake sixth for fourth because the engine is quiet on a light throttle. Surprisingly, there isn't an excess of low-down torque to trouble the traction, the V8 building urge progressively and really hitting its stride from about 3000rpm. Mind, this isn't an engine that runs out of puff as the revs rise, the

tacho being redlined at almost 7500rpm.

While I'm a big fan of the noise of this V8 at idle and under load, there's far too much in the way of theatrics on the overrun. It's not that it's loud – the tailpipe pops are muffled and soft – but that they seem to go on forever on a closed throttle, like you're hearing the faraway finale of a grand firework display.

On interesting A- and B-roads you're conscious that the Mustang is a big car, and the seat doesn't seem to go low enough so you feel perched high, too, but at low and medium speeds it's calm and composed. Steeda's chassis mods work with the optional Magneride adaptive damping so the McQueen edition rolls smoothly over broken town surfaces and delivers good comfort on niggly B-roads, with only a hint of big wheel mass at each corner. In Normal mode, the steering is wellweighted, quick enough and reasonably sharp offcentre but there's not a lot of feedback and although steering weight increases as the drive modes get sportier, you're always hankering after a bit more feel to know just how hard you're pushing the grip and to place the car with total confidence at speed.

The Steeda mods give more crispness to the responses and finer control, too, but as the speeds rise you start to feel the mass of the Mustang more. In combination with the car's scale and the lack of detail feel to the steering, this makes it less easy to hustle than you'd hope. In tighter corners it's satisfying to feel the car adjust its attitude as the torque arrives at the rear but, contrary to expectation, you have to be quite insistent if you want to break traction and play with opposite lock. A long-travel throttle and long gearing (top is





Left and below: McQueen-specific details inciude illuminated sill-plates and the body-colour wheels

Driven



about 45mph per 1000rpm) help, but electronic traction and stability control are surprisingly conservative, closing down slip almost before it has begun, even in Sport mode. In fact, to properly stand down traction control and pit that monster engine against the mechanical grip of the chassis and those fine Michelins, you have to select Track mode. Happily, once you've unstuck the rear with a stab of throttle early in a corner it's quite easy to modulate the throttle and therefore the angle of oversteer, so it's not the wild ride you might expect.

I've driven a few cars with 700 horsepower plus, one of which was a Ford GT, and the full-throttle kick in the back from that was almost terrifying. When conditions were right and I finally got to pin the throttle of the McQueen edition, it didn't feel as mind-blowing. It's a heavier car, yes, but there

was also a technical issue: just when the power was swelling impressively the engine faltered, once at around 5500rpm and again at 6500rpm. Sadly, there wasn't time for us to try the car again after it had been debugged on the rolling road because it then went straight to its new owner.

The McQueen edition Mustang looks fantastic, perfectly stanced on its revised suspension and bigger wheels and tyres. It sounds magnificent too. the rumble of the V8 and the screech of its supercharger creating a sound that could be used to overdub race car scenes in films. The comprehensive chassis mods enhance its dynamics and the supercharger should turn it into a monstrously potent car, but it's not cheap.

A budget of £90k can buy all manner of excellent driver's cars, including our current car of the year,

the M2 CS, and while this is one of the best-sorted Mustangs we've driven, the best Europeans still have the edge in tactility and dynamic refinement. But that's not really the point. If you're drawn to the standard Mustang Bullitt, the McQueen edition ramps up its appeal, with a stronger connection to the actor and his most famous movie, and promised rarity, too – 300 units globally per year. New cars don't come much cooler.

Engine V8, 5038cc, supercharged Power 720bhp @ 7300rpm Torque 570lb ft @ 5250rpm Weight c1800kg (c406bhp/ton) 0-62mph c4.0sec (est) Top speed 155mph (limited) Price c£92,000 (see text) 🛨 Cool looks, monster power, epic soundtrack Pricey upgrade evo rating $\star \star \star \star \star \star$

www.evo.co.uk 029



by ADAM TOWLER

Porsche 911 Carrera S manual

The 992-generation Carrera is finally available with a manual gearbox. Is it everything we hoped for?



OU KNOW IT'S A SIGN OF THE TIMES WHEN PORSCHE releases a manual 911 Carrera and it's virtually a standalone, niche model in all bar name.

We've had a considerable wait for this three-pedal car, and now it's here it's an almost painful reminder that, while people like you and me may bang the drum for manual gearboxes in sports cars, for the buying public at large – even those purchasing a new Porsche 911 – the idea of not going for the eight-speed PDK is an anathema.

Still, Porsche's new offering certainly ticks plenty of boxes on paper. If you want a manual Carrera you have to order the S model for a start, and selecting the version with a stick automatically triggers the fitment of the Sport Chrono pack, which means torque vectoring, a mechanical limited-slip differential, active engine mounts, the steering wheel mounted mode switch and a temperature readout for the tyres, that last item a new bit of tech borrowed from the latest Turbo. The message from Weissach is clear: this is a 992 for the drivers.

There's more good news too in that forgoing the additional gear shafts and clutch brings a useful saving of 35kg, taking the 992's kerb weight below 1500kg for the first time. Sure, at 1480kg it couldn't exactly be termed 'lightweight', but then it does have a meaty 444bhp and 391lb ft of torque at its disposal. Predictably, the manual is annihilated in the acceleration stats (does anyone actually look at such things these days?), its 4.2sec 0-62mph time trailing the PDK car by 0.5sec, or 0.7sec if Sport Chrono is specced alongside PDK. But then the PDK's figures are aided not only by near-instantaneous shifts but also a violent launch

thanks to very short lower gearing. That's something the manual certainly doesn't have, but more on that in a bit. Incidentally, the top speed is identical to the twin clutcher at 191mph.

Naturally, the figures tell a pitifully shallow account of the real story. From the moment the 992's wheels begin to rotate it feels as though it has an extra 20bhp over the PDK car. I've no idea how the losses through the transmissions compare, but not having your input processed by an electronic brain first, however advanced it may be, just seems to free the 992 up, and its obvious enthusiasm immediately sets a more sporting tempo.

It's hard to believe this is the same seven-speed manual 'box that first appeared in the 991 back in 2011, so far has the quality of the shift progressed. This is now a really rewarding Porsche transmission to use, with a tight but effortless mechanism, and if you keep seventh as purely a long-distance cruising gear, it's no more confusing to operate than the six-speeder in the Boxster/Cayman.

So far so good, but as we found with the Cayman GTS in eCoty last month, what good work Porsche offers with one hand, it snatches cruelly away with the other in the guise of yawningly long gear ratios. In the 992, second gear stretches to an indicated 80mph-plus, and third is well on the way to, ahem, 120mph. Given there are seven ratios to choose from, it really rankles that they should be stacked thus; the car will nearly max out in fifth gear and seventh has a theoretical top speed of 284mph! Blame the EU emissions tests, but the overall result is that you could quite conceivably tackle a decent B-road in just one gear – second – rather negating the appeal of having a manual gearbox in the first place.

Driven

Below right: manual Carrera S gets Sport Chrono as standard (it's a £1683 option with PDK), which inside adds a dash-top stopwatch and a steering wheel mounted dial offering a wider range of drive modes

A contributing factor is the turbocharged 3-litre's broad spread of power. It pulls heartily from what feels like barely above idle, yet doesn't hit the limiter until 7500rpm. In many ways that's something to be applauded, although given it unnderstandably sounds rather synthetic and one-dimensional compared to the old naturally aspirated flat-sixes, it's not always such a positive. Sometimes with a turbo motor you just want the bang and whizz and some good old whistling noise and be damned with revs...

Being more involved in the process of driving the 992 is a very good thing. Because you have to think a bit more about how the car is going down the road, you're automatically more receptive to what it's telling you, and subsequently more invigorated by the experience. To a certain degree. But as a car the 992 is, perhaps inevitably, just that bit further along the scale from sports car to GT than the 991, and however marginal the increases in weight and in width (okay, so it's just 44mm), somehow their cumulative effect has reached a tipping point that has taken the 911 away from being the sort of do-it-all sports car that effortlessly fitted on UK roads to something more capable, yes, but also more conventional in feel, glossy and deliberately undemanding. Such qualities make the 992 a supreme 'daily' performance car, but inevitably hamper the rewards it can offer. Given the mixed bag offered by the manual option, that conclusion hasn't changed.

 Engine Flat-six, 2981cc, twin-turbo
 Power 444bhp @ 6500rpm

 Torque 391lb ft @ 2300-5000rpm
 Weight 1480kg (305bhp/ton)

 0-62mph 4.2sec
 Top speed 191mph

 Basic price £94,350
 evo rating ★★★★★

\rm More involving than the PDK 🗧 The curse of emissions-friendly ratios





'From the moment the wheels begin to rotate it feels as though it has an extra 20bhp over the PDK car'

ORACLE CAR FINANCE

The UK's No.1 Funder for Prestige, Sports and Classic Cars

Discover our passion and expertise before you purchase your next car.

TALK TO ORACLE TODAY ON 0330 838 7491

oraclefinance.co.uk

🚯 💿 🖬 #FUNDEDBYORACLE

WE ARE A CREDIT BROKER AND NOT A LENDER. This means we deal with a wide range of financial institutions to give our customers a greater choice of competitively priced options. Oracle Finance is a trading name of Oracle Asset Finance Limited. Oracle Asset Finance is not affiliated to any motor manufacturer.

Trustpilot * * * * * 4.9 out of 5

IGNITION

Safari, so good

Singer joins forces with Tuthill Porsche to create the outlandish All-Terrain Competition Study, a Safari-style 911 that picks up where the 959 left off

OOKING DISTINCTLY LIKE PORSCHE'S 1986 DAKARwinning 959 metamorphosed into the 21st century, this extraordinary device is the latest 'Porsche 911 reimagined by Singer'. We've become accustomed to the company's meticulously wrought 911s, with their endless customisation options, supercar performance and subtle embellishment of the early model's performance aesthetic. More recently we've been intrigued by the radically evolved Dynamic Lightweight Study that attempts to take the original 911's acceleration and handling into the stratosphere, but this All-Terrain Competition Study (or 'ACS') is something altogether different again. Conceived as a genuine competition car with the remit of tackling long-distance events on the loose such as the Baja 1000 and the Dakar, it's been developed with renowned 911 rally specialist Richard Tuthill in the UK.

The Tuthill name has become synonymous with the 91 and rallying, whether through its air-cooled 911s rasping through Africa on the historic Safari Rally, or with its 997 GT3 R-GT that won the 2015 R-GT class in the World Rally Championship. Now, with a commission incoming from a long-term Singer client, Tuthill has really delved deep into the toy cupboard to create not just its own take on a 'Safari style' 911 (something that's become increasingly popular in recent years), but to evolve that idea into a machine with cutting-edge technology and motorsport credibility. The ACS is much more about leaping over towering sand dunes than it is delicately quilted engine-bay leather.

As with all of Singer's projects, the ACS begins with a

964-generation 911, the late '80s step change in 911 evolution that saw coil-sprung suspension, power steering, ABS and modern aerodynamics for the first time on a regular 911. Yet the styling is clearly influenced by the 953 and 959, the former a 911 with the 959's four-wheel-drive system that won the Paris-Dakar in 1984, and the latter, of course, Porsche's landmark supercar, which in jacked-up rally-raid form contested the Paris-Dakar (and other raids) in 1985 and 1986. It's obvious every surface of the ACS, each and every last exterior detail, has been patiently thought through and carefully designed, the result being a vehicle that wouldn't look out of place if Porsche had worked it up as a concept itself. Close your eyes and you can almost see the Dakar 959 evolving into the ACS, complete with its 992 headlamps and much broader, flatter curves, its stylish yet restrained graphics giving it the air of

something that's just escaped a shuttered doorway at Weissach. Obviously, not much of that original 964 remains once Tuthill has set to work on the body. The central monocoque is extensively strengthened with the benefit of knowledge gained from decades of rallying: the 911 SC/RS bodyshells that Prodrive rallied in European and World Championship events in the mid-1980s were prepared by Tuthill Porsche, run at the time by its founder, Richard's father Francis, and the company has been building rally 911s ever since. With an FIA roll-cage and all the necessary safety systems, the structure is then clothed in carbonfibre panels that open up via front and rear clamshells in spectacular fashion. Underneath the bodywork things are arguably even more



IGNITION

interesting, with the usual air-cooled flat-six displacing 3.6 litres and blown by twin symmetrical turbochargers (not sequential, as in the 959). Water-to-air intercoolers, with individual-bank chargecoolers housed within the plenum and cooled by a clamshell-mounted radiator, help the unit produce 450bhp and 420lb ft of torque as a minimum, with more available depending on the event being tackled. The engine's output is fed through a five-speed sequential dog 'box, with paddleshift control available if desired. The car is, obviously, four-wheel drive, with plated mechanical diffs front, centre and rear. No weight figure has been revealed, but performance should be very serious indeed, even on loose surfaces.

As you might imagine, the ACS's suspension is equally extreme. There's a massive amount more wheel travel available with a pair of long-travel five-way adjustable dampers at each corner (so eight dampers in total) and a greatly raised ride height, while forged aluminium 8x16in rims are shod with BF Goodrich All-Terrain tyres to cope with pretty much any type of landscape you decide to task the ACS with.

Inside, there's that trademark Singer attention to every detail and design-led approach, but you'll also find FIA-homologated seats, what's described as a 'state of the art GPS navigation system', and even rehydration systems for both driver and navigator. No mistaking the giant meat cleaver of a handbrake, either. There are two full-size spare wheels on board, too – no use throwing a space saver on it in the middle of the desert – and a longrange fuel tank, for obvious reasons.

The ACS is far from being a one-off plaything. For a start, the commission was for two cars. There's the Parallax White machine you see in these images, which has been developed and set up for high-speed desert rallying, but intriguingly a second ACS, finished in Corsica Red, has been configured for what Singer refers to as 'higherspeed, high-grip tarmac events'. The 959 was Porsche's Group B car, but its complexity led to its weight ballooning and it always looked far more suited to longer distance events such as the Dakar rather than stage rallying. In any case, the Group B formula ceased to exist before any further developments could be made, also ending the car's short-lived career on track, which saw just two Le Mans 24 Hours appearances in 1986 and 1987 against negligible class opposition. Just what exactly will the 'tarmac spec' ACS look like? We'll have to wait and see.

Thankfully, the client is not demanding exclusivity, so if you have the necessary funds – and we have no idea what that amount may be save to say it'll be a very large sum – you'll be able in time to order an ACS of your own. Tantalisingly, Singer also states that 'support packages for racing and maintenance will be available', which you'd have to hope might lead to an ACS tackling a rally or raid event of some description in anger. Creating beautiful, bespoke 911s is one thing, but seeing something like an ACS competing for real is a very exciting prospect indeed, and something we very much hope happens.

HOPEFULLY WE'LL SEE AN ACS TACKLING A RALLY OR RAID EVENT IN ANGER'

0

IGNITION



2021's new model army

Regardless of what 2020 threw at us, the industry isn't holding back in 2021, with an onslaught of new models scheduled over the next 12 months to fire the enthusiasm of performance car fans the world over

1. Alfa Romeo

If there was one car we couldn't wait to drive in 2020 that got side-swiped by Covid it was Alfa's bonkers Giulia GTA. The £153,000 GTA (£158,000 for the GTAm version) has a tweaked version of the standard Giulia Quadrifoglio's 2.9-litre twin-turbo V6 with a small increase in power to 532bhp, but it's the look created after a spell in the Alfa Romeo-Sauber F1 team's wind tunnel that really grabs vour attention. The new carbonfibre body means a 100kg drop in kerb weight, while the wider tracks, revised geometry and more focused chassis set-up is said to improve the Giulia's track performance further still. We can't wait to find out.

2. AMG

The big one, the One has been delayed and beset by problems ever since someone thought it was a good idea to put an F1 engine in a road car. Finally expected to make an appearance in Q3 as a finished production car that won't ingest its 1.6-litre turbocharged V6 engine every time you stop at a set of traffic lights, the One will be the halo model for AMG's hybrid and electric future, it is hoped.

This strategy starts with the new C63, which will be revealed at the end of this year powered by a new four-cylinder hybrid engine. Before that, however, the 4-litre 'hot-vee' twin-turbocharged V8 will go out with a mighty bang when the GT 73 coupe arrives with 800bhp...

3. Audi

Audi's hottest hatch, the RS3, will return in September with an A45rivalling 400bhp. It's expected the five-cylinder engine will be retained, along with four-wheel drive ('natch) and hopefully it will have at least 50 per cent of the AMG's dynamic panache to lift Audi's uber-hatch out of its flat-footed cycle.

This year will see Audi focus predominantly on rolling out its electric vehicle strategy, headed by the e-tron GT and RS GT. Based heavily on Porsche's impressive Taycan, Audi's electric-powered four-door coupe will be revealed in February and in top-line RS trim will provide the equivalent of 650bhp from its 93kWh battery, offer 250 miles of range and cost in the region of £130,000.

You can also expect additional updates to the RS6 and RS7 later in the year, with both expected to borrow the hardware from Porsche's Panamera Turbo S E-hybrid.

4. Aston Martin

Stability and survival will be top of Aston Martin's list of goals for 2021, but a strong end to 2020 on the stock market will have given chairman Lawrence Stroll reasons to be optimistic and CEO Tobias Moers one less distraction as he sets about remodelling the, er, model range.

Specials such as the V12 Speedster will start to be delivered throughout the year and the midengined Valhalla will be shown in production form with its new Astondesigned-and-built V6 hybrid motor, although deliveries won't start until 2022. Before then, and after some considerable delays during testing, deliveries of the company's other mid-engined supercar, the Valkyrie (above), are scheduled to start this coming summer.

At a more obtainable level (for





some at least) is the suggestion that CEO Tobias Moers has tasked dynamics chief Matt Becker's team to develop a harder, faster, more focused version of the Vantage. Watch this space.

5. Bentley

A number of supplements to existing product will mark the start of Bentley's 2021 and see the Flying Spur receive a third addition to the line-up in the guise of a hybrid derivative using more potent hardware to that of the recently announced Bentayga Hybrid (don't be surprised if there are some similarities to Porsche's potent Turbo S E-Hybrid models).

If you follow Bentley's portfolio strategy closely, you'll have noticed

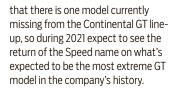
NEW CAR ROUND-UP

by STUART GALLAGHER





9



6. BMW

It's all about the all-new M3 and M4 for BMW this year. The UK will only receive Competition models, which means 503bhp, an eight-speed gearbox and rear-wheel drive (fourwheel drive will also be available but UK customers will be denied a manual option for the first time) and that 'bold' new front grille...

Saloon and coupe (M4) body styles will be offered, though the first official M3 Touring is not expected until this time next year. We will also see the first M5 CS in 2021, a lighter, more powerful variant of the current M5 Competition.

7. Ford

You'll be reading a great deal about Mustangs in 2021, both the traditional V8-powered kind and an all-electric version, the Mach-E.

The Mustang Mach-1 is a 454bhp limited edition with a track-biased chassis, more downforce and a number of exterior and interior upgrades from the Shelby tuning catalogue. The Mach-E Mustang is Ford's first all-electric car; towards the end of 2021 the GT version will arrive with a claim to be the 'fastest accelerating car in its class'.

And if an electric SUV-coupe isn't your bag there's a new ST for 2021,

too. On sale now, the Puma ST (yes, the small crossover) is everything other sporting crossover claims to be but aren't, i.e. good to drive and able to deliver on its promises.

8. Hyundai

Another big year for the Korean firm and its sporting N division. Hot on the heels of the highly regarded i30N comes the i20N, which will rival Ford's brilliant Fiesta ST and hopefully fill the gaping hole created by the absence of a Renault Sport Clio.

Producing 200bhp, weighing 1190kg and with a limited-slip differential fitted as standard, the i20N impressed us during an early drive in a prototype and should give the team at Ford Performance plenty to think about.



9. Maserati

This year will see Maserati relaunch itself (again) with the MC20 supercar at the heart of its ambitious plans.

The mid-engined coupe is built around a carbonfibre tub with double-wishbone suspension front and rear. At 1470kg, the MC20 weighs close to McLaren's outgoing 570S, and with 621bhp and 538lb ft produced by its 3-litre, twinturbocharged 90-degree V6, it ought to go like one, too.

Drive is to the rear wheels via an eight-speed wet-clutch automated gearbox. Deliveries will commence towards the end of 2021, and the starting price is £187,000.

10. McLaren

You wait for one new mid-engined supercar to come along... McLaren will replace it's Sport Series models (540C and 570S) this year with the arrival of the new Artura.

Powered by a new hybrid-twinturbo V6, the Artura will be revealed in all its glory next month (17 February to be precise, visit evo.co.uk for the lowdown) with the first cars due to be with customers in the autumn.

IGNITION



11. Peugeot

In March we will see the first fruits of Peugeot Sport's electrified endeavours in the shape of the 355bhp 508 PSE. The plug-in hybrid is powered by a 197bhp 1.6-litre turbocharged four-cylinder engine supplemented by electric motors on both the front and rear axles producing 111bhp and 109bhp respectively. Drive is via an eightspeed automatic gearbox to all four wheels.

The 508 PSE will lead the way for Peugeot's (and Vauxhall's) upcoming performance products, with the next 308 GTi incorporating a similar drivetrain and the new 208 GTi a detuned, front-wheeldrive variant, although the PSE branding will replace GTi.

12. Porsche

When isn't it a busy year for Porsche? There's a new 911 GT3 just around the corner (its reveal is scheduled for mid-February) and the new Carrera GTS models will arrive this year, too. A special Boxster 25th anniversary edition, based on the 4.0 GTS, was revealed this month, and we'll finally see the much-rumoured Cayman GT4 RS in 2021, too.

There will be further iterations of the hugely successful Taycan arriving this year, including a rear-



15



wheel-drive model, and while we're on the subject of electric Porsches, the final update to the Macan will take place before its all-new electric-only replacement arrives.

13. Lamborghini

Always wanted to drive an example of Lamborghini's Huracán Super Trofeo one-make race car on the road? In 2021 you will be able to with the arrival of the Huracán STO. Based on the rear-drive Huracán Evo, its V10 is tuned to 631bhp, its chassis upgraded with the majority of the Super Trofeo's settings, and its aerodynamics are as wild as you would hope for from Lamborghini.

14. Lotus

A big year for Lotus with the first deliveries of the all-electric Evija, while the firm is also set to confirm that it's to launch a new mid-engined super sports car that categorically won't be called Esprit.

This all-new hybrid car will set the blueprint for Lotus's future range of sports cars, including the Elise and Exige (the Evora is not expected to be replaced). But while Lotus will reveal its new midengined hero this year, it's unlikely we'll drive it until early 2022.

15. Volkswagen

The performance variants of the new Mk8 Golf are arriving thick and fast. Hot on the heels of the GTI and GTI Clubsport, this year will also see the arrival of a new Golf R. Powered by a tuned version of the EA888 four-cylinder turbo engine from the GTI Clubsport, power increases to 315bhp and drive is sent to all four wheels via a DSG gearbox. Against the A35 and GR Yaris, the new Golf R is going to need more than a bargain basement lease deal to win people over this time round.

Another 'R' addition to the Volkswagen family will be the Arteon R, VW's posh Passat. Available as a four-door coupe or shooting brake, both share the Golf R's drivetrain.

WATCHES



From €249 yema.com Yema has joined the digital revival with a reissue of its first LED watch. And yes, just like in the '70s, you have to push a button to see the time. Available in stainless steel or with a gold-plated finish.



Soldat Promessa

From \$1150 soldatwatch.com Relative newcomer Soldat has the classic chronograph look nailed with this, its debut timepiece. It's Swiss-designed, Japanesemade, and is available in three colour schemes.



Sinn R500

€3950 sinn.de

This new Sinn has its crown and pushers in a 'bullhead' configuration, while its titanium case is thicker at 12 o'clock than at 6, to better angle the dial towards the wearer. Just 300 will be made.

IGNITION

by RICHARD PORTER



DOA: Opel Omega V8

It would have been the understated successor to the Lotus Carlton, if only it could've stayed cool

HE LOTUS CARLTON MAY BE A HERO car today, but it was not an unqualified success in its time. Its bespoke engineering was expensive, not least the engine rebuild that gave it new pistons, conrods and crank plus a pair of turbochargers. The car's overall assembly process was complicated, too, involving completed Carlton 3000GSis being shipped from Germany to the UK so Lotus could dismantle them, rework their straight sixes, snip out their wheelarches, widen their transmission tunnels, and give them a retrim.

And while a 377bhp saloon might have made headlines, much of the coverage was negative, accusing GM of being irresponsible for selling such a car. Indeed, the furore became so great that the Carlton was namechecked in a parliamentary debate on road safety, during which Alex Carlile, Lib Dem MP for Montgomeryshire, declared that it 'should not be available for public purchase'. The honourable member shouldn't have worried so much because in the end just 286 Lotus Carltons were sold in Britain.

In Germany, however, Opel shifted more Lotus Omegas and attracted fewer negative headlines, which might explain why the company had an appetite for a higher performance version of the new-generation Omega launched in 1994. What it didn't want was the complexity and expense of the controversial Lotus. So, rather than creating a made-to-measure modified engine, Opel went to GM's global parts cupboard, pulled out an off-theshelf 5.7-litre LSI V8 as used in the Corvette, and with minimal wrangling, and therefore relatively minimal cost, dropped the big American engine into the Omega's engine bay, bringing with it 311 rumbly horsepower.

This being near the dawn of the 21st century, extended arches and an attention-grabbing wing in the style of the Lotus were considered passé, so the V8 Omega would have an understated design that, to all but sharp-eyed car spotters, would make it identical to the four-cylinder diesel version.

Development work on this low-budget, lowvisibility muscle car was carried out with a fleet of V8-equipped saloons, but the engine was also installed in some Omega estates, and this configuration was considered amusing enough to make for a one-off taster car, the V8.com concept, which was shown at the 1999 Frankfurt motor show and featured various bits of mobile office tech, including touchscreens in the front seat backs and built-in video conferencing.

A few months later, at the Geneva show in

March 2000, a production version of the Omega V8 was announced, the press bumf boasting of special spring and damper settings, an impressive 51/49 front-to-rear weight distribution, a 0-62 time of 'under seven seconds' and a limited top speed of 155mph. With only a different grille, darkened tail lights and an easily removed V8 badge on the back, this Omega looked as if it would be a very handy O-car when it went on sale in late 2000.

Unfortunately, soon afterwards Opel quietly announced that the Omega V8 would not go on sale later in 2000, or indeed ever. Officially, lack of interest had forced the change of heart. Unofficially, engineers were not happy with the LSI's ability to withstand long periods of fullthrottle running, conditions unlikely in its American homeland but common in cars that plied the autobahns. With no money in the budget for reengineering, the simplest course of action was to kill the whole thing before it went on sale.

Some 30-odd cars were used in developing this ill-fated project and all seem to have been crushed. But if you really want an LS-powered Omega a few people have home-made them since, or you could buy a '99-'08 Holden Commodore, which was based on the same platform and available with an LS1 from the factory.

THE SIMPLE WAY TO BUY NEW TYRES



2,500+ UK Fitting Centres







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, Bridgestone, Kumho, Michelin and Yokohama tyres only and valid until 31/03/2021. Offer only eligible on qualifying orders of 2 or more eligible tyres. Blackcircles.com reserves the right to withdraw this offer or reduce discount value without prior notice. 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.

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

T&Cs Apply

2020

EINBOX



Back in the saddle

Two years after unsubscribing (after ten years as a subscriber before that), what can I say? eCoty was fabulous. The prose, the thoroughness of the analysis, the photography... Just fabulous. **evo** is back and I'm so pleased to have renewed my subscription.

I was kind of hoping the Cayman 4.0 GTS would win so I could find an excuse to park one next to my 1972 911 (owned for 22 years). Then, when I realised it wasn't a winner, my money was on the Yaris.

Still, absolutely fabulous. I didn't mind which car won – I was right there, vicariously, in the action. Well done, and what a joy to escape from an awful year.

David Blackbourn

The wrong Type R?

Congratulations on another epic eCoty. As a life-long hot hatch fan and owner of a 2020 revised Honda Civic Type R it was great to read how highly this car and the Toyota GR Yaris are regarded by the **evo** crew.

I find myself wondering, though, why the new Type R Limited Edition was tested on UK soil in the Driven section in the very same issue but it was the regular GT model that featured in the Car of the Year test. Surely the Limited Edition deserved a place at the table, especially with its review stating that it is possibly the greatest hot hatch of all time. A missed opportunity perhaps? *Neil Crayford*

More a matter of unlucky timing, Neil: the eCoty shoots took place a couple of weeks before the Type R Limited Edition landed in the UK, so it missed out on a 2020 entry. But there's always next year...



The wrong winner

As a keen **evo** and Porsche fan – not unusual, I know – I was very disappointed with the result of eCoty 2020. I recognise that Stuttgart cars can't win every year, but with your chosen winner – BMW's M2 CS – you seem to have settled for the safest, most 'middle ground' car amongst some really exciting and fun ones. But I shall definitely not be cancelling my subscription! **Tony Ireson**

The right winner

Congratulations **evo** on eCoty 2020. The winner seemed spot-on to me: rear-wheel drive, manual, LSD, thumping six-cylinder engine up front. The last of this breed as we move into the future.

However, have we also arrived at a true performance car reflection point? What do I mean? Well, eCoty 2020 demonstrated (to me) that we have never had such a choice and such hyper performance in every class – even the GR Yaris was monstrously rapid and enough to satisfy the fastest wheelman or woman. I sensed that this made the judging a headache this year – so much choice and every car amazing.

So have we finally, finally reached

the point where it is almost impossible for manufacturers to make their cars more enjoyable to drive by adding more performance?

I don't want to sound like a party pooper (having owned many supercars), but how can anything north of 450bhp really be enjoyable on the roads now (especially in turbo form)? Not just for the licence-losing factor but for the actual enjoyment of the rush to the red line or sheer driving fun?



Go Toyota!

IT WAS UPLIFTING TO READ OF THE TOYOTA GR YARIS'S

stellar performance in eCoty (**evo** 282). Here, finally, is a mainstream car maker that didn't just look at but seemingly swallowed the **evo** Blueprint: manual gearbox, punchy engine, non-granite suspension, lightweight and balanced, small enough to chuck about on back roads, yet also affordable(ish) and just about practical enough to justify.

Indeed, it strikes me that eCoty would benefit from an Honourable Mention award for the contender delivering the most 'Thrill of Driving' for the money. The Yaris appears to have walked away with it for 2020 – especially in the eyes of those who actually have eyes, and therefore simply couldn't bear a Civic Type R.

The same issue's Ignition section contained some other heartening news, meanwhile: that the forthcoming GR86 – now without the GT86's anaemic motor, but keeping the core formula of rear-wheel drive and a manual 'box – is still expected to come to the UK in 2021. Then there's the recent Supra, which despite its foibles remains an undeniably attractive grand tourer. I also understand that a hot Corolla is planned using some version of the Yaris's engine/gearbox combo.

All of this leads me to a startling conclusion, and to writing words that have – quite possibly – never been written before: Toyota is currently the most exciting car company in the world. **Dave Blagden**

The Letter of the Month wins a Straton watch

The writer of this month's star letter receives a Straton Vintage Driver Chrono watch worth £270. It takes inspiration from a 1970s Alfa Romeo rev counter and is available in a variety of colour schemes, each supplied with three different straps.

Straton Watch Co.





WHY WE ARE THE BEST:

- CAR HIRE & ONWARD TRAVEL
- PARTS AND LABOUR COSTS
- UNLIMITED REPAIRS
- **V** NO EXCESS







O Warrantywise

EINBOX



Yes, I know we have heard all this before and human nature (and manufacturer ego) always wants more, but can we imagine a time in the not-too-distant future when eCoty is reviewing, say, 1000bhp supercars as the new normal benchmark? I could easily lose interest in reading about 'road' cars with this sort of power – they would be truly pointless as road cars, even for the most die-hard fans.

The M2 CS may be one of the last truly great driver's cars before we all go EV, but perhaps this eCoty winner was a landmark in other ways, too. **Brian Thompson, Bexhill, Sussex**

eCoTV

As a subscriber to **evo** for many years I would just like to congratulate you all on the TV showing of eCoty 2020. It was a really enjoyable watch. It is credit to the journalistic skills of the whole team in the written word that you all came through on screen just as I imagined, like meeting up with old pals again. Such a pleasure to watch a car programme presented in a calm manner by a bunch of really nice guys, instead of the usual over-the-top celebrities leaping about and shouting like demented Muppets! Well done to you all and I hope it's on again for 2021.

Oh and did I detect a smile from John Barker right at the end? **John Saunders**

Can't please 'em all

I must say that the recent eCoty was one of the longest, most disjointed, nauseating, self-congratulatory pieces of motor verbal diarrhoea I have ever read. It skips around incessantly, doesn't really elaborate in any technical detail on any points made, the writers talk more about themselves and their day than the



cars, and it is endlessly repetitive. What a complete waste of half a magazine. I appreciate you were trying to 'tell it like a story' but you have spectacularly failed. Only the most sad fantasist would enjoy reading this.

Good choice of cars on the whole, but why is the SUV in there. Totally ridiculous. It reads like you are trying to justify its inclusion, which you always seem to do with the 'odd pair' in every such group test where you are trying to make the best of the cars you've been lent.

Patrik Askert

Credit due

I know Richard Meaden is a skilled and rapid wheelman at the best of times, with racing pedigree and huge experience, but to stay with a small white van while only driving something 'exotic and Italian' (column, **evo** 280) takes my admiration to new heights. All that night-time endurance racing wasn't wasted!

Congratulations Richard for hanging on to the coattails of the quickest vehicle on the planet *Euan Gibson, St Abbs*

EV-no

I couldn't disagree more strongly with Reinis Cakuls (Inbox, issue 282) and his call for more EVs in **evo**.

Many years ago I had half a dozen car magazine subscriptions. Increasingly the magazines filled up with automatics, diesels, SUVs, hybrids and EVs. Increasingly I lost interest and now only subscribe to **evo**.

evo is a bastion of unreconstructed petrolhead dinosaurs – or you could say 'true enthusiasts who appreciate the finer automotive things'. Long may it continue!

Trevor Crowter

letters@evo.co.uk Content @evomagazine



The magic number

In response to the letter from Chris Stacey (**evo** 281) suggesting that 500cc is the optimum cylinder capacity, it's certainly the most common, but to the best of my knowledge the magic number is 333cc per cylinder, both for efficiency and maximum power.

I recall Daihatsu saying this was the reason its Charade GTTi used three and not four cylinders to reach its 1-litre capacity (or, to be precise, 993cc, meaning 331cc per cylinder). You will also recall fondly, I'm sure, the Ferrari 333 SP. The name gives the game away, with its 12 cylinders totalling 3997cc (I'm not sure where the extra cc came from). This engine made 82.5lb ft of torque per litre.

Roll forward to the GMA T.50 V12, which all true enthusiasts hope will stop the race for more and more power, and it too utilises the optimum size of 333cc per cylinder, and makes 86lb ft per litre. So this means the GMA is producing more torque per litre than any other naturally aspirated road-going production engine.

If you want the real proof that 333cc is the figure for peak efficiency, look no further than Fiat's new FireFly modular engines, which come in three- and four-cylinder forms with 999cc and 1332cc respectively. Fiat did, after all, make the world's most successful motorsport engine based on a road engine: the legendary Twin Cam.

On a different note, please keep on not featuring electric cars as well. At least until someone makes one like a Caterham but with a brushed motor, sparks on show from the commutator viewing window (near the gearstick), 12,000rpm potential and a fivespeed manual gearbox. And no driver aids. Oh and it must weigh about



700kg max. Until then, they are just appliances, not the Thrill of Driving. *Julian Spender*

Weight a minute

There seems to be a shift towards quoting 'dry weight' for the cars tested in **evo**. To my understanding 'dry weight' means weight 'without liquids' – so no fuel in the tank, no coolant in the radiator(s), no oil in the engine, gearbox or diff.

While I understand manufacturers want their latest offerings to appear to be as light as possible, this is a completely meaningless figure. Would it not be reasonable, for the sake of a level playing field among competitors, to always quote vehicle weight with all fluids and with a full tank of fuel – as you would usually drive it? **Peter Jaggs**

Whenever possible **evo** quotes weights to the DIN standard, this being the car with a 90 per cent full fuel tank and all other fluids present. However, a handful of manufacturers only quote dry weights. As this gives an unfair on-paper advantage, potentially to the tune of 100kg or more, we always label dry weights as such to bring this to your attention, while in The Knowledge they are marked with an asterisk.

eCoty 2021's loser is...

After you generously gave a Morgan a place in eCoty 2019 and it proved truly out of its depth, I was shocked that you wasted one of the 16 precious spaces in 2020 on a Morgan again. And again it proved to be charming but out of its depth.

If you are intent on wasting one of the available spaces each year, you may as well bring a Mitsubishi 3000GT to eCoty 2021... **Alex Chester**



Socks Fuelled by Passion.

With patterns inspired in the most iconic cars and racing liveries, Heel Tread is a brand for the ones that look beyond wheels and see art. From Le Mans, Formula 1 and Rally legends to quintessential automotive icons, in an ever-growing collection tailored for the true petrolhead.

Designed and produced in Portugal, we use seamless knitting to create high-quality, comfortable and durable cotton socks.

See the whole collection at heeltread.com

USE CODE HT-EVO-10 AT CHECKOUT TO SAVE 10%







NO ORDINARY PLATFORM. NO ORDINARY CARS.

24/7 ONLINE AUCTIONS

LIST FOR FREE. SELL FOR FREE. HASSLE FREE. VISIT » WWW.COLLECTINGCARS.COM

RICHARD MEADEN

How a close encounter with Colin McRae left a lasting Impreza impression



SIDE FROM THE RARE PLEASURE OF DRIVING a 22B for this issue's cover story, getting back behind the wheel of a late-'90s Subaru stirred some very welcome memories. Securing an exclusive UK first drive of the 22B for the very first

issue of this magazine back in 1998 was a highlight for obvious reasons. However, it's a memory from the year before – when spectating on the 1997 RAC Rally with a mate – that's my ultimate Impreza moment.

The ditch wasn't very deep, or indeed that wide. But then the forest track that it fringed looked almost straight to me, so I was sure we'd be fine. It had taken us about half an hour to get there, hiking from a car park through the endless pine trees, shoulders hunched against the biting November cold.

Despite the remoteness of the location we were far from alone, gaggles of other people trudging through the woods in the same direction, bobble-hatted zombies in a scene from *The Walking Dead*. Some were more prepared than others, stout hiking boots finding purchase on the slippery ground, shooting sticks and umbrellas tucked under arms, rucksacks packed with Thermos flasks and sandwiches. Others slithered along in trainers and lightweight jackets, cursing their inadequate kit, but too wet and muddy to care.

By the time we emerged onto the forest

track there were several hundred of us. A ragtag and slightly bedraggled army, we marched along the hard-packed and heavily cambered gravel road, animated chatter and the occasional burst of raucous laughter rising above the squelch and scuff of our collective footfall.

At strategic points along the way we'd pass small huddles of marshals dressed in brightly coloured waterproofs. Hoods up, attention divided between the crackle of a walkie-talkie and eyes focused back down the track, they hurried us along with encouraging banter, telling us to stay sharp as we had ten minutes to find our vantage points.

We pressed on, jogging the last few minutes until we reached what looked like a prime place to watch. Slightly out of breath and now overheating thanks to the exertion and the insulating effects of heavy coats and hats, we shrugged off our rucksacks and got into position in the gully, smothered by an ear-straining silence. The shrill blast of a whistle cut through the quiet. Then another whistle, followed by what sounded like distant gunfire. The atmosphere crackled with energy. He was coming...

The blue Impreza smashed into view 100 metres to my right. When we picked our spot the track appeared to scribe the faintest of arcs towards a vanishing point where the ditch and trees converged, but now, closing on us with shocking speed, 'P12 WRC' was already pitched at an improbable angle, front wheels steering right, nose pointing left, throttle pinned to the boards, Colin McRae plotting a trajectory between the trees with a steadfast quarter-turn of opposite lock.

In a moment of white-hot clarity my brain calculated McRae would be apexing precisely where we were standing. In that same

moment his steely, thousand-yard stare burned straight through me while Nicky Grist's head stayed down, buried in the pace notes. With no time to move there was little choice but to breathe in and hope for the best.

In a blur of blue and yellow accompanied by clattering stones, the Impreza ripped by without a lift, another gunshot signalling the upshift into top gear as the car straightened up and disappeared from view even more rapidly than it had appeared. It was so close I swear I felt the heat from the engine, brakes and exhaust.

Looking back up the stage, a perfect set of tracks scribed four lines in the pristine gravel,

from the far right of my peripheral vision to less than a metre from where my boots were planted in the gully, then drifting back out to the far edge of the track another 100m or so to my left.

Buzzing with a euphoric mix of adrenaline and near-miss giddiness, we whooped and hollered at the absurdity and intensity of what we'd just experienced. Yes, we'd been fools to stand where we did, but the lasting significance of that point-blank experience was unequivocal, even as we hastily clambered out of the ditch and up the bank before the next car came through.

We stayed to see the top 20 cars through the stage, but no one attacked 'our' kink as quickly as Colin. Nor did they use quite so much of the gully. I never met him, but briefly serving as Colin's organic apex marker surely told me more about the most exciting driver of his or any other generation than any stilted interview opportunity. It also cemented my love of the Impreza. Those were indeed the days.

🕒 @DickieMeaden

white-hot clarity I calculated McRae would be apexing precisely where we were standing'

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

'In a moment of



HERITAGE RACING SPECIAL CHRONOGRAPH

OMOLOGATOWATCHES.COM T : +44 1753 622555

RICHARD PORTER

Received a car-themed gift for Christmas? You'll be wanting to offload...



I KIDS! TIDY OF BEARD AND EERIE OF manner, it's Noel Evomonds here with another rip-roaring edition of *Swap Shop*, and what a bumper show we've got for you now that Christmas has been and gone. I asked all of

you boys and girls for the car-themed Christmas presents you wanted to swap and our post bag has been bulging with the results, so let's get cracking!

Our first letter is from Graham in Stevenage and he says, 'Dear Noel, I once vaguely mentioned to my aunt that I liked cars and every year she now sends me contrived car-related gifts that make no sense. This year it was a kitchen knife set, but the handle of every knife has a gearknob on it for no readily apparent

reason and then the bit you grip is made of carbonfibre, and it comes with a chopping board that's got pictures of not-quite-rightlooking F1 cars from 30 years ago on it.' Graham adds that he'd like to swap this for a normal knife and chopping board set that doesn't make his kitchen look like the set to a bad '80s movie about a nine-year-old boy who has his own apartment.

Let's pop that on the board and move on to our next letter, which is from Iain in Dundee who says, 'Dear Noel, I have a Renault Sport Mégane R26.R that I love, and for some reason my family mistakenly believes that

I would like this love to be reflected in a new wallet which has a Renault logo on it. But I don't because I'm 34 and perfectly capable of separating out different aspects of my life rather than requiring every element of my existence to radiate from a single item that others seem to think defines me!' Well Iain, that's a very good point and we'll put your baffling wallet on the board here.

Anish writes in from Stockton-upon-Tees and says, 'I try to watch Formula 1 racing when I can and I suppose I'd say my favourite team is Ferrari. For some reason that has led my girlfriend's parents to think I would like a T-shirt with an airbrushed picture of Charles Leclerc on the front and maybe if I was seven that would be true, but I'm not so I don't and I would like to swap it for a normal T-shirt that doesn't needlessly reflect a passing interest of mine.' Okay Anish, your T-shirt is on the board.

Gavin writes from Exeter and says, 'I subscribe to evo

magazine and have owned a few interesting cars including a Lotus Elise 111S, a Golf GTI Edition 30 and a Porsche Boxster Spyder, and I now have a Porsche 991.2 Carrera GTS. On this basis, my family decided what I needed for Christmas was a shaving set called Maximum Revs that comes in a chequered flag pouch containing a razor made of fake carbonfibre and a shaving balm labelled "Speedway" that comes in a bottle styled to look like an alloy wheel from an unspecified car of the 1990s.' Gavin goes on to say, 'Tm also a fan of modern South Korean cinema but I notice they've never bought me a bottle of *Oldboy* after shave, only car stuff.'

A very good point, Gavin, and your shaving set is going on the board so hopefully someone will phone in for that. 01 811 8055

'Each kitchen knife has a gearknob on it for no apparent reason and the bit you grip is made of carbonfibre' is the number and our operators are ready to take your calls. None yet, so let's keep going with another letter, this time from Mark in Worcester who says, 'Dear Noel, in November I had casually mentioned that I needed a new watch. Unfortunately, my wife knows that I like cars so for Christmas she bought me something made by a company called Technomechatronical, specifically a watch called the Autobahn 300, which is inexplicably designed to look like a rev counter, except of course the numbers on a rev counter don't go all the way around the dial and the numbers on a watch should, so it

doesn't work as a design conceit, and then they've made things worse by labelling the sub-dials on the chronograph with "Fuel" and "Boost", which makes no sense whatsoever, and if you look carefully the dial has a fake carbonfibre texture, but in white, and there's a red and black chequered flag effect running around the edge. Also, I think the strap is meant to resemble a harness belt. I would like to swap it for a normal watch that just looks like a watch rather than something a toddler might come up with because they were thinking about cars that day.'

That's smashing, Mark, and I'll certainly pop that up on the board with all the other car-themed things we've received. Let's just see if we've had any calls about any of this... No. Not one. So I'm just going to take these car-themed objects and throw them onto this bonfire. Lovely! Okay, that's enough swapping for now. Here's Jethro, who's been re-examining the direction of performance cars...

Constant Constant

Richard is an author, broadcaster and award-winning writer of short autobiographies





RECORD YEAR IN 2020

SELL WITH THE MARKET - Use our Concierge Service to host you classic New classic & collectable cars going live daily

The most successful online auctions - No Buyers' Fees - Returning 94% to sellers

themarket.co.uk



*





+44 (0) 1865 521 088 Unit 38A Innovation Drive, Milton Park, Abingdon, Oxfordshire, UK, OX14 4RT

JETHRO BOVINGDON

Is it time for a rethink about what we want from the chassis of a driver's car?

DROVE SOMETHING RECENTLY THAT MADE me re-examine the direction of performance cars. It came after a run of test cars wearing big wheels and low-profile tyres and unashamedly tuned towards locked-down body control and, I suspect,

pretty mighty performance on a track. The best of which was the A45 AMG. Wow! This thing had completely passed me by but absolutely blew my mind. I'd expected the furious power but the chassis shone brighter still. Scalpel sharp, beautifully adjustable and with agility more than skin deep.

Bloody hell it's stiff, though. Not helped by seats that appear to stretch leather over carved granite. My 11-year-old daughter described it as 'the least comfortable car I've ever been in'.

I ignored her, of course, but grudgingly came to realise she had a point. Over the worst roads near my house it felt a bit like a pinball as it jinked, yumped and scratched its way from A to B.

Then it arrived. In Python Yellow. God, it looked um, okay, I suppose. And it promised, well, hardly anything at all. It was called – I've just looked this up to be sure – the Audi A1 citycarver 35 TFSI 150PS S-tronic. Can you picture it? Probably not. Do you care? Almost certainly you don't. Does it have an absurd name that somebody in the marketing department should be strung up for?

Absolutely. Was it fun? Well, weirdly, I think it was. Especially on those rubbish roads I mentioned before.

The citycarver follows in the illustrious footsteps of the Rover Streetwise (google it, kids) in that it's a supermini with slightly raised suspension and a sliver of crossover in its genes. I know. I used the 'c' word. Disgusting. However, this massively unpromising formula delivers a surprising driving experience. As our roads get worse and worse (and worse) the chubbier sidewalls, longer travel suspension and focus on fluidity instead of determinedly shutting down body roll, pitch and dive results in a compact, relatively light car (1205kg) that floats where so many crash and thump, and telegraphs any breaches in grip about a week before they happen.

I'm not going to pretend the citycarver (the marketing team insists on the lower case) is perfect or deeply thrilling. However, because it's not a fully fledged hot hatch and doesn't have to be hung up on lap times and lateral G, it seems to have discovered

some other great attributes almost by accident. Imagine the same formula deliberately employed on some of our favourite cars...

The most obvious candidate is the GR Yaris. Maybe it should come in two versions: the tough, immediate and punchy GR Yaris Tarmac and its wildly extroverted brother, the GR Yaris Gravel, with ride height up 70mm (just like the competition versions), light pods fitted and a super supple, highly expressive set-up that would let it glide over ravaged road surfaces and feel truly unique at any speed. My feeling when I drove the Yaris at eCoty was that it could do with being sharper and more hard-edged, but the little Audi has sparked the inspiration for this even more appealing approach.

Wherever you look there are candidates for this alternative treatment. Lambo even flirted with it for the Huracán when it let

'I'm daydreaming about a car tailor-made for our appalling roads. Fluid, accessible and involving'

a few journalists loose in the Sterrato ('dirt road', according to Google Translate) concept in 2019. Guess what? They all loved sliding around a rally stage in a mid-engined V10powered rally refugee. But I bet they would have enjoyed it just as much on a crappy B-road or a craggy C-road in Spain.

Sadly, not a peep has emerged about the Sterrato since. However, there is hope. Alpine showed the SportsX concept along similar lines in early 2020 and even more recently pictures and video have emerged of a mysterious 911 testing around the Ring. Strange cladding stuffed into the wheelarches

conceals a much more generous ride height, and the internet, quite rightly, has gone crazy over the possibility of a 911 Safari. Sounds pretty enticing to me.

Of course, such mouth-watering cars would be built in small numbers and sold at a huge premium. Cool, but frustrating for many of us. So for now I'm daydreaming about the next S1 offering a citycarver variant (please change the name, though). With 250bhp, four-wheel drive, a six-speed manual 'box and sophisticated gravel rally-spec dampers, it could be a fantastic way to reinvent the hot hatch, fool crossover fans into a hatchback (providing good volume and hence a real legacy) and gift driving enthusiasts a unique experience and a car tailor-made for our appalling roads. Fluid, accessible, adjustable and involving... Forget Nürburgring times, maybe the new benchmark could be how fast these things get through the Ouninpohja stage on Rally Finland. Extra points for the longest jump, obviously.

e @JethroBovingdon

Jethro has been writing for evo for nearly two decades and is a host on Top Gear America



by JETHRO BOVINGDON PHOTOGRAPHY by ANDY MORGAN

S

.

.0

Lamborghini's Aventador SVJ and Nissan's GT-R Nismo are two old warriors at their fiercest and most brutal, determined to go out on an adrenaline-fuelled high



T'S ALMOST SPOOKY. The driving environments couldn't be more different: one elevated on an extremelooking but nicely squishy seat, your legs bent as they would be in a saloon car, visibility easy and reassuring; the other set behind a vast, raked-back windscreen, seat just a carbon shell with some woefully unsupportive padding and set bolt upright, your legs splayed beneath the fully extended steering column, widescreen door mirrors filled mostly with intakes and huge, sharp-edged wheelarches, and a whole lot of carbonfibre aero addenda visible through the venetian blind-style engine cover when a little more of a rear view might be welcome.

Yet as the road wiggles into the gloom, puddles clawing ominously from the edges of narrow lanes and hiding godknows-what, these two wildly different machines have the same appetite and enthusiasm; they summon the same unbelievable speed. Extracting it is an exercise in restraint, occasional moments of full-throttle joy and many more in a kind of blind panic as tyres skate over standing water and bumps shuffle the cars off line in a heartbeat. Two cars so extreme they seem to have wholly forgotten about the real world. Especially when it's gripped by winter.

Of course, you could argue that the Lamborghini Aventador never cared too much for the real world. Despite the quantum leap it represented when it replaced the Murciélago way back in 2011, its dynamic qualities always felt as though they looked to the past for inspiration. As Ferraris became ever more useable, embraced electronics to make good their inherent hyper-agility and deliberately prised open their operating window, Lamborghini surged ahead with material technology and pushrod-operated suspension but kept the driving experience resolutely old school. The Aventador was always vast, intimidating, deeply uncomfortable at low speeds and seemingly created

Right and below: a decade of evolution (more in the case of the GT-R) has seen both cars swap early design purity for added aggression



'TWO CARS SO EXTREME THEY SEEM TO HAVE WHOLLY FORGOTTEN ABOUT THE REAL WORLD'

for a 30-minute blast of adrenaline rather than a regular dose of more cerebral thrills.

Things change. A little. Magnetic dampers, introduced with the SV in 2015, improved low-speed ride and highspeed control, the purity of the spectacular shape has gradually been supplemented by tricks, flicks, splitters and spoilers and each variant has focused increasingly on track performance. The latest and final of these, the Aventador SVJ you see here, even set an astonishing lap record around the Nürburgring, only to be beaten by a Manthey-modified 991 GT2 RS and, latterly, by the Mercedes-AMG GT Black Series. The Aventador has been around a full decade but those terrifying 6 minutes and 44.97 seconds demonstrate it's still relevant in a world of 765LTs and SF90s. At least on a track in the Eifel forest.

Here and now the weather feels distinctly Eifel. Persistent drizzle hangs everywhere, fog comes and goes in great patches and gusts of wind rattle the bare trees and pelt water at the windscreen in great sheets. Later, we'll thwack and thump around London for photography, but for now the Lambo's job is to keep four round tail lights in sight on wickedly slimy roads built for cars a size smaller.

Those lights belong to the GT-R Nismo. Another last hurrah, this time for the oldest performance car on sale today. Unbelievably, production of Nissan's game-changer started in December 2007. It's a teenager. Which might explain the fact that it seems so difficult to reason with, refuses to fall in with convention and is so belligerently angry. The SVJ's 6.5-litre V12 may have 759bhp but hell hath no fury like a hormonal teen. Those tail lights are starting to edge into the distance...

So it's no ordinary match-up. These cars aren't 'rivals'. In fact, neither of these cars has rivals. You don't choose a GT-R Nismo over, say, a 911 Turbo S. Any more than you weigh up the pros and cons of stretching to an Aventador SVJ instead of a 765LT. You buy them because you can, and because they speak to you. More than any other performance cars on sale today, Nissan's ultimate GT-R and Lamborghini's maddest of madmen are statements of devotion. We've brought them together not to rationalise their existence, but to remember why they command such affection in the first place.

What's surprising is that familiarity doesn't breed even a trace of contempt. Not for me, anyway. How could it when both of these cars specialise in the extraordinary – and do it completely on their own terms? If you don't smile when you heave the door of the Aventador upwards and then





'THE CAR THAT ONCE FELT AS IF IT WAS BEAMED FROM THE FUTURE IS NOW CLEARLY A THROWBACK'

duck beneath it to drop into the cold, hard embrace of the carbonfibre seat, then you're beyond hope. The GT-R doesn't require such ceremony but there's something about the size of this car, the lofty seating position and the blocky, unsophisticated architecture that has a drama all of its own. A Porsche collector poring over shades for the leather-covered air vents on their 14th wildly overthought limited-edition 911 or a Ferrari client perusing Atelier options wouldn't get it. Which is exactly the point. The GT-R Nismo comes in red, white, black or grey. The interior is black and red. There are no options. You pays your £180,095 and, erm, there aren't any choices to make.

In return you get a GT-R that's benefited from well over a decade of evolution and is now laser-focused. The big numbers are 592bhp at 6800rpm and 481lb ft from 3600 to 5800rpm, a top speed of 196mph and a kerb weight of 1703kg. The little ones are 0-62mph in 2.8 seconds and a whole host of incremental weight savings and other measures introduced to cut response time. The new turbochargers are lifted directly from the GT3 racing car and each turbine wheel has ten vanes, one fewer than previously. Those vanes are also 0.3 millimetres thinner. In combination, this reduces inertia by 24 per cent.

Forged wheels are lighter by 25 grams each. Oh yes. The trick Dunlops have one groove fewer in the tread pattern, increasing the contact patch by 11 per cent, and have a slightly rounder shoulder to maintain that advantage even under extreme loads. The roof is now carbonfibre, reducing weight and the centre of gravity. The vents in the wheelarches increase front downforce by 7kg. The carbon-ceramic brakes, with huge, 410mm front discs and 390mm rears, gripped by six- and four-piston calipers respectively, reduce unsprung mass by 16.3kg. The Recaros have a new core structure to increase rigidity by 20 per cent while shedding yet more fat. Each seat is 1.4kg lighter. You can only admire the dedication of the engineers who have made polishing the GT-R formula into a life's work.

This obsession raises questions and concerns, too. It's inescapable that, as the GT-R has been painstakingly updated bit-by-infinitesimal-bit, the rest of the world has been tearing up tree trunks. Porsche has launched two entirely new generations of its own sports car in the GT-R's lifespan and four iterations of 911 Turbo among dozens of variants. Hybrid hypercars have been and gone, a new generation of extreme EVs is just around the corner and the car that once felt as if it had been beamed from the future in terms of sheer ability is now very clearly a throwback to a different time. Look closely enough at the 25-gram-lighter wheels and you might just see Rome collapsing into flames.



Then the Nismo hits you right in the face. The philosophical questions evaporate and you're suddenly in the thick of the action: eyes wide, knuckles clenched and nervous system on high alert. Thanks to a

Right: latest version of GT-R's 3.8-litre twinturbo V6 makes 592bhp, but Lambo's naturally aspirated 6.5-litre V12 trumps it with 759bhp

30kg weight saving, the switchable Bilstein dampers have been backed off five per cent on compression and 20 per cent in rebound, but you'd barely know it. This is a physical car that finds bumps wherever they might be and shimmies and shuffles on these heavily crowned roads that challenge the suspension with wildly varying conditions across each axle. Throw standing water into the mix and the Nismo feels almost unstable, skipping and slipping and darting as it hunts for grip. The cliché that paints the GT-R as a car that drives itself has always been inaccurate, but in the case of the Nismo on a winter's day like this it's nothing short of laughable. Right now, even blinking seems ill-advised.

Unlike that of early GT-Rs, the steering is light and doesn't have much in the way of texture. Perhaps it's







configured to impart a sense of inertia-free response, but when there's precious little heat in the tyres you crave more detail and something to lean against. Instead you get a chassis that seems painfully stiff, mixed with steering that's overly responsive. At least that's how it feels in those first few minutes. You must adapt to the Nismo. Learn to trust in the front end, which finds fantastic grip even in the wet. Then relax your grip on the wheel and let the car find its own path, nudging it back on line gently rather than chasing the car every time it tramlines or gets deflected by a sharp bump. As you calm your inputs, so the car finds its rhythm. It's not a fluid, effortless approach but the combative, aggressive style is about as raw and exciting as it gets.

The improvements are real, too, chiefly in terms of engine response with the new turbochargers. The Nismo has superb throttle reactions and the 3.8-litre V6 feels and sounds better than ever. There's so much torque and it arrives hard and early and builds in a measured but almost overwhelming way. This is precision and savagery blended expertly and the VR38DETT just keeps on going as the limiter approaches, all that muscle carrying you



'EVEN WITH THE GT-R STILL FRESH IN THE MEMORY BANKS, THE LAMBORGHINI FEELS OUTRAGEOUS'

up to the angry part of the power band and the titanium exhaust spitting its approval.

Get greedy with the throttle and the Dunlops spin up quickly; if you're in a corner when you decide to achieve full boost the GT-R likes to oversteer first and then start to drag itself straight. The process is manic – everything about the Nismo is manic – and can feel pretty scary. They might keep polishing the GT-R format but some rough edges will never be knocked off.

I know all of this as the GT-R's distinctive lights edge inexorably away from the Aventador SVJ. There's no doubt in my mind that a standard GT-R would be a faster car than the Nismo in many, many situations. But even compromised by those track-ready spring rates, extreme tyres and weather that gets filthier by the moment, the GT-R is still a mighty thing across a give-and-take road. To give chase seems pointless. The Nismo is out of its comfort zone, certainly, but the SVJ is a Great White in a village pond.

Even with the GT-R still fresh in the memory banks, the Lamborghini feels outrageous. The ride is perhaps a sliver more refined, but such is the noise from the vast tyres and the total lack of sound deadening that it feels even harsher. Those torturous, terrible seats don't help and everything you touch is cold, bare and hard. To say it's not a friendly sort of character would be an understatement. I do rather fear that in seeking out lap records the Aventador has lost its warm sense of humour.

In contrast to the Nissan, the steering is heavy and pulsates with the road surface. However, it's not a pure system and, more so than in the GT-R, you can feel that the Lambo is four-wheel drive at all times. The steering seems to get almost bound-up by the torque transmitted through the front axle and it feels as if the assistance is battling to counter the effect. It's a curious sensation and creates a sense of heft and reluctance. It's funny, the square-edged GT-R had felt almost hyperactive and now the Lambo – the car that literally looks like a giant arrow with a great firework up its backside – offers a disparate blend of unyielding, brittle aggression and reluctance to zip into turns. The Nismo almost begs you to feel its agility whereas the Lambo hides it away.

To discover what lays beneath requires the opposite approach to the one demanded by the Nissan. Don't relax and let the car chart its course. Grab hold and bully it. The Pirellis cut through the standing water incisively so you can place the SVJ with pinpoint accuracy, while despite the adoption of rear-wheel steering this huge car behaves all-of-a-piece. It's never jumpy, it requires deliberate inputs, but it doesn't take long for the cold handshake of the SVJ to turn into a big bearhug. Essentially, just as with the Nismo, the SVJ is on your side. You just have to talk its language.

The engine, of course, speaks all of the languages. For the SVJ the 6.5-litre V12 received a new intake system with revised runner lengths, titanium intake valves and a reworked cylinder head, plus a new exhaust system with less back pressure. The result is 759bhp at 8500rpm and 531lb ft at 6750rpm, enough to push the SVJ through the air at over 217mph and cover 0-62mph in 2.8 seconds and 0-124mph in 8.6. Like the Nismo it has been subject to a raft of tweaks and changes - stiffer anti-roll bars by 50 per cent over the SV, damper force increased by 15 per cent, 70 per cent more downforce and active aero with the ALA 2.0 system, and a recalibrated four-wheel-drive set-up that sends three per cent more torque to the rear wheels - while lightweighting brings the kerb weight down to 1525kg. Not bad when you consider that a new 911 Turbo is 1640kg (though that's a dry weight for the Lambo).

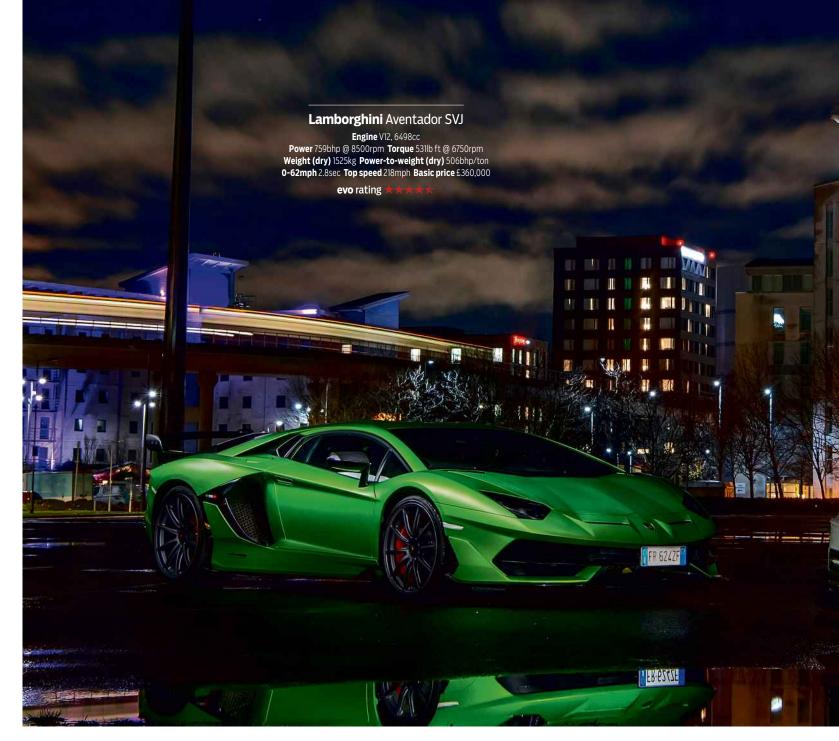
ALA switches off automatically in cold weather and so any chance of feeling 'aero vectoring' disappears. Let's not kid ourselves, there was no chance of this on the road anyway. However, who needs aero efficiency when you have a V12 that revs to 8500rpm and never runs out of breath? The engine, more than anything else, elevates the SVJ beyond merely being a car. Or even a supercar. You don't drive this thing, you experience it, swim around in its excesses and hope, just once, to find the opportunity to feel the car climb an entire gear and butt momentarily into its limiter before the seven-speed 'box fires home a shift... With light fading and water hanging in the air and pooling on the road surface it takes determination to use 6500rpm without lifting the throttle. The full 8500rpm is a tantalising dream that you keep on chasing.

The ISR 'box remains a frustration. It's improved and you can smooth things out with a well-timed lift, but to do so seems to melt the crispness of the shifts. Keep the throttle pinned and things go too far the other way, the engineeredin thump feeling crude and slightly stupid. It's such a shame that you only experience the true potential of the 'box at full throttle and very close to full revs. Here you can keep the throttle wide open and the upshift is phenomenally fast and perfectly judged. There's still plenty of theatre but it comes from precision and speed rather than being whacked over the head by a virtual sledgehammer of 'emotion'. Luckily, the scale of the performance on offer and the reach of, say, third or fourth gear is such that you can make stunning progress without relying too much on the gearbox.

Left, from top: GT-R

Nismo's cabin isn't lacking in drama, but compared with the Aventador's carbonfibre-swathed cockpit, it looks and feels almost mainstream Enough to start to zero-in on those four red circles dancing through the gloom? Not easily, but it can be done. The Nismo should get out of the corners so much better but the boost takes careful management in the wet and so the mighty V12 with all its linear power is a big advantage. The Lambo gains a few yards every time. Surprisingly it eats into the gap on the brakes, too. It just deals with the puddles with more composure, staying faithfully on line, which gives you the confidence to squeeze the brake pedal late and hard. The problem is that while the Nissan is a wilder ride as it skates across the surface, the Aventador doesn't shrink around you at all. Not on the straights, at least. Such is the relentless acceleration that the road

'FLAWED, SOMETIMES FRUSTRATING, THEY NEVER FAIL TO RAISE A SMILE, A SHOT OF ADRENALINE, A SHARP JOLT OF FEAR'



just seems to get more and more claustrophobic. The Nissan is no waif but with greater visibility and a more conventional driving position you feel better armed to deal with the unexpected. Again, it's not outright ability that counts here, but confidence.

The gap ebbs and flows. The Lambo feels more neutral and tends to push at the front before threatening to oversteer. The GT-R is edgier thanks to the explosive power delivery and greater front-end grip. I guess if you wanted to get from A to B as fast as possible you'd probably just about go for the Nismo. Or a 911 Turbo S, McLaren 720S, a Ferrari F8 Tributo, maybe even a Civic Type R when conditions are as challenging as they are today.

You see, despite being designed to travel as quickly as possible on road and track, neither GT-R Nismo nor Aventador SVJ feels defined by those criteria. They transcend lap times. They make a nonsense of caring about 'point-to-point' speed. Maybe that's by accident but it's a very, very happy accident. By focusing so intently on ultimate performance you could very cogently argue that Lamborghini and Nissan have reduced the real-world abilities of GT-R and Aventador. In fact, I think that's indisputably true. However, by going to the extreme, they've allowed each car's character to grow and develop to such an extent that they become unforgettable. Flawed, sometimes frustrating, often completely inappropriate for our roads but at the same time completely and utterly absorbing. They never fail to raise a smile, a shot of adrenaline, a sharp jolt of fear. For that, I salute them. Here's to being a teenager forever. ⊠



BOLT FROM

by ADAM TOWLER PHOTOGRAPHY by DEAN SMITH

THE

BLUE

Cyan Racing has reimagined the classic Volvo P1800 as a rabid, 414bhp road-racer – with a £450,000 price tag





HE SHUTTER CLATTERS SLOWLY UPWARD

on a nondescript industrial unit near Silverstone circuit to reveal a vast, near-empty expanse of shiny concrete floor and a small, shockingly blue car – of which I know little – sitting in the middle of it. I'd vaguely noted a press release that had arrived from Cyan Racing about its new P1800based restomod, and thought then how tasty it looked, but it was a busy week, and when the subsequent email came through inviting us to drive it at short notice I thought it best to say 'yes' first and ask questions later.

To be honest, I'm not exactly a fount of knowledge when it comes to Volvo's P1800. It was already a classic when I was still in short trousers, and often seemed to be mentioned in the same breath as Roger Moore - who the young Towler simply knew as James Bond - because he'd driven one in a '60s crime caper that people occasionally mentioned in passing and that by then already seemed as though it hailed from a different planet, let alone decade. I do know that the standard P1800 is a sports car that trades on the lighter side of 'sport' but nevertheless has a huge following through its sense of style and individuality, and that one example also holds the record for the most miles driven by one car (over three million). It's not an overstatement to say that the P1800 is an icon of the Swedish motor industry, and one that generates a good deal of pride.

What I'm about to understand is that the P1800 in front of me really isn't like a P1800 at all, and that while that in itself makes it a fascinating project, executed with appreciable skill and expertise, it also makes a more profound statement about what the enthusiast cars of the future might be like, and how they might drive. As the world grows increasingly bored with £1million-plus, 300mph hypercars that often don't even get built, bespoke, low- volume restomods (or whatever you want to call them) that fuse some of the most evocative car styling of all time with genuine driver interaction and modernera performance seem increasingly appealing if you've the means to indulge.

The Cyan P1800 was born out of necessity as much as anything else. Cyan Racing, you may be aware, was once known as Polestar, before the Polestar name was acquired by Volvo (Polestar had raced Volvos on behalf of Volvo for a long time, and with great success). Initially Polestar branding was applied to Volvo's road-going performance upgrades, but latterly the whole operation was acquired, parent company Geely then repurposing it as its allelectric brand. Do try and keep up at the back...

When the TCR rules came into force for the 2018 touring car season, the sport went from being a serious works team endeavour to a lowest-common-denominator engineering exercise with the focus on cost-cutting. Cyan had won the World Touring Car Championship with Volvo in 2017 (it won it in 2019 and 2020, too, with other manufacturers) but around 60 engineers, typically used to developing new parts for every race, were suddenly sitting on their hands with little to do. Enter project P1800.

You wouldn't know at a glance, but what you're looking at actually shares very little with a P1800 and arguably much more with a top-flight touring car racer. Most of the classic original can be found in the centre section of the car, which in effect has become almost a 'tub', with spaceframe structures at the front and rear. The centre section has been vastly strengthened with triangular box-sections for the sills, while the floorpan and transmission tunnel are some of the few original components; just 50kg of metal is left over from the original car. Even more clever is that the body is made completely from carbonfibre and is bonded to the structure in such a way that it also takes some of the loads. How it's attached is fascinating. Mounting points are glued to the metal chassis, then the complete chassis is placed on a milling machine and these points are milled to precise dimensions to fit the carbon panels. The panels, shaped on the underside to fit these points, are then stuck on, with the touching surfaces also glued. Not only is the fit totally precise, but it also strengthens the body considerably.

The entire running gear of the car is bespoke, with double wishbones at the rear replacing the archaic live axle set-up, while a new rack-and-pinion steering design replaces the old steering box. There is no ABS, no ESP, no traction control or even a brake servo, but the brakes are massive AP Racing items and one concession to modernity is an electric power assistance system for the steering to take away the heft at parking speeds. Its effect decreases as the speed rises.

The powertrain is no less special, while retaining a pleasing family link with Volvo. You'd never guess from the photos, but that's the current VEA 2-litre modular fourcylinder engine as found in every modern Volvo, whether petrol- or diesel-powered. Now, you may feel, like me, a certain sinking sensation at this point; in my experience the VEA, vying with BMW's modular four-cylinder lump in this regard, is one of the most boring internal combustion engines known to man. Then again, on the positive side, Cyan was racing this engine long before it appeared in a road car: Cyan's Hans Baarth tells me that for the 2011 season the team raced with one of the first 25 blocks ever cast of what would become such an important engine for Volvo, further proof of the close cooperation between the two companies then and now.

Naturally, this isn't an XC90-spec VEA born to shuffle gently from private school to stable yard. For a start, Cyan has done everything it can to make it blend aesthetically in the 1800's engine bay, even hiding the turbo down low out of sight. So redolent of the '60s does its cam cover look that I'm told even the VEA's original designer didn't recognise his own engine when shown it in the car. The other significantly good news is that it's producing a walloping 414bhp and 336lb ft in this guise, more than enough grunt when you also consider that one result of all the careful engineering is that the Cyan P1800 weighs less than a ton. Cyan has built these engines with over 500bhp, but in this state of tune has concentrated on calibrating it with as

'IT SHARES MORE WITH A TOP-FLIGHT TOURING CAR RACER'







authentic a power and torque delivery as it can, in keeping with the retro vibe.

The engine is hooked up to a Holinger five-speed manual transmission with a dog-leg first gear, the thought of which gets me almost as excited as the headline power figure, and is then deployed through a Wavetrac Torsen-type LSD. Those stunning wheels are shod with Mercedes-spec Pirellis, Cyan having found the 'Porsche' ones to be too grippy, then too sudden in their breakaway. Incidentally, you don't have to have the blown wheelarch extensions; you could keep it narrow, fit a chrome luggage rack and still go for 414bhp. You can have absolutely anything you want, if you're paying the bill...

I thread myself rather inelegantly down into the 1800 and take in the view: a gorgeous ensemble of cosy sportiness and evocative details, perfectly encapsulated by the contents of the instrument binnacle. Even with my lack of Swedish, *olja* and *vatter* temperature gauges seem obvious, and the way traditional features and modern equipment such as the titanium half-roll-cage have been integrated really gets you in the mood for driving.

The same can be said once the car comes to life. Cyan is deep into a test and development programme, and Hans stresses that drivetrain refinement is something the team are still working on. It's obvious what he's referring to from the first few yards of travel by the way the transmission makes some pretty industrial noises, but part of me loves the raucous turbo whistle and touring car-esque gear whine. It's most definitely not boring.

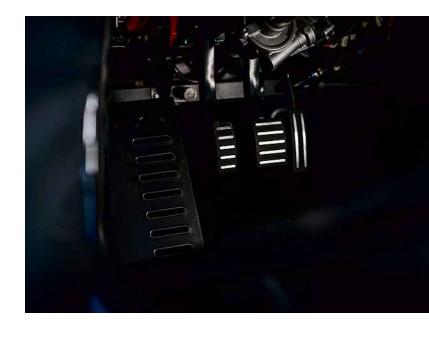
I am also rapidly getting a handle on what Hans meant by careful engine calibration. Shift up at 5000rpm and it's a seriously quick car, but let the engine continue to rev out and it keeps building power so that by 7000rpm the little Volvo is absolutely flying. It feels brutally, intimidatingly fast, believe me, in a wild and utterly fabulous way, and, of course, being devoid of any nannying shackles intensifies the whole experience. In very quick order my concentration levels have shot through the carbonfibre roof: the weather is foul today in the Peak District and I'm well aware that it's just my hands and feet that will keep this P1800 on the streaming wet road – or see it careering off down a grassy hillside that will inevitably end with a sickening crunch of very expensive carbonfibre.

That, though, is the essence of the thrill of driving. Here's a light, very powerful car that requires driver input at all times – it's an unambiguous proposition. In return it offers, for example, a gearshift as precise and mechanical in feel as any I have ever experienced. Its operation reminds me of the 'rocket' 'box I once tried in a friend's beautifully restored Ford Escort Mexico, and there's no restriction on how fast you can slice through the gate to the next gear. Currently the bushing is metal-on-metal below the gaiter, and on the overrun the wand-like lever rattles like loose change in the bottom of a tin can, although even

Right: Cyan's background is in modern touring cars, and it shows, though delightful period touches also abound; modern Volvo 'VEA' four has been given a convincing '60s makeover (with the turbo tucked well out of sight) and comprehensively reworked to produce a walloping 414bhp and 336lb ft: more than enough in a car weighing just 990kg













that's drowned out by a curious and deafening hum at certain frequencies that seems to be coming from the gearbox area. As the man said, it's work in progress.

Another major plus is the chassis set-up. As it stands, it's remarkably impressive, particularly in the way it rides bumps and manages to put the exertions of that frothy-mouthed rabid animal of a turbo four-pot down to the road's surface. The car is supremely agile, but there's enough body roll to get an intrinsic feel for the grip on offer, and even on really badly maintained B-roads it never feels clumsy or as if it's working beyond the limits of its suspension. That's a surprise, frankly, because for some reason I thought it might be all grip and no finesse, but not so at all.

What still needs a little work is the electric power steering, adopted because the low-speed effort required of the unassisted set-up was thought to be a little too strenuous with the wide rubber fitted to this car. I've no issue with the steering now being on the light side, but rather that there's a moment's pause before the assistance seems to have an effect. Get beyond that slightly unnerving dead zone and the car's nose turns very quickly, with little weight once you've got beyond that initial point, but more linearity would definitely breed more confidence, particularly in slippery conditions. Imagine the steering plot on a graph and the line would be a gentle slope for a surprisingly long time and then suddenly kick upwards. We're told this current set-up is 'out of the box', and that fine tuning will now commence; if that's successful, the dynamics will be very impressive indeed.

There are so many delightful details to be found all over the Cyan P1800 that it feels almost like a bonus to discover that it's actually tremendous fun to drive as well. Then again, at £375,000-ish before taxes, you'd hope it would be. Undeniably, that's a very large sum of money, but given the completely bespoke nature of every P1800 that Cyan will build (around ten a year is the plan), its ability to swivel heads like few other cars I can remember, and the sheer enjoyment and challenge of driving the thing, it suddenly doesn't seem like an outrageous ask at all. If you're in the market for a similarly priced supercar, ask yourself which one you would prefer. I think I know my answer.



ONCE SET UP, IT WILL SLIDE IN A REALLY SATISFYING MANNER'



AT THE TRACK

ASTON MARTIN'S SILVERSTONE STOWE Circuit would be referred to as 'Mickey Mouse' by any selfrespecting FF1600 entrant from the formula's heyday, let alone an F1 driver, but no way am I going to complain about Gaydon's generosity at letting evo sneak a turbocharged Swede onto its test and development circuit for a few precious laps. It wasn't that long ago that I was standing on top of the Aston Martin offices watching rallycross (or whatever it's called these days) in the circuit's previous role, and that's also exactly what comes to mind when I exit the penultimate corner in second gear. There's a sudden towering wave of boost, the tail squats, the nose goes light and almost paws the air, and the power that's so addictive just keeps building and building, immediately bringing to mind those extreme competition machines with their massive turbocharged power outputs and relatively soft suspensions. The Cyan's acceleration is deeply naughty, in a delightfully unhinged way.

There's a wintry sun in the Northamptonshire sky today but the track's surface is cold and damp in places, and it's here again that you notice the 1800's slightly odd responses to steering inputs. That fractional delay in response and assistance build-up just takes the ultimate shine off a drive that's otherwise completely immersive and ridiculously good fun. As with most things, you adapt with time, and in all other respects you feel really at one with the car, from the embrace of the fixed-back bucket seat to the lovely Momo Prototipo wheel, which is a thing of beauty in itself.

The AP Racing brakes really come into their own, the sturdy pedal feel providing a perfect pivot point for heel-and-toe work, and while you're always conscious somewhere deep in the recesses of the brain that there's no ABS to get you out of trouble if you're too aggressive with them, the feedback you get through the pedal means triggering a lock-up is unlikely.

It doesn't take much effort to get the tail scribing a wider arc if you hold the brakes on into a corner - in fact it's easy to overprovoke the P1800, and it responds better to a lighter touch, which initially feels a bit at odds with the whooshing, screaming engine and brutal accompaniment from the drivetrain, but once you've got it set up it'll slide in a really satisfying manner. Just occasionally does the Torsen-style diff send confusing messages as to its intentions: sometimes it seems to be all about the traction, sometimes it's very willing to let the rear of the car swing out, and at others - probably exaggerated by the constantly changing conditions below the tread-blocks - it doesn't seem to quite know what to do. A traditional plated LSD might be a bit more predictable in extremis, although it's rarely a factor on the road. Cyan says this demonstrator has been set up mainly for road use with the occasional track foray, but with more of a focus on circuit work it would be an unlikely looking but very effective trackday car.

However, most of all it's the power that lodges firmly in the mind, accompanied by the whine of the 'box, all so totally at odds with the polite little 1960s sports coupe image, yet somehow all the more ferocious because of that giant-killer combination. The Stowe Circuit's short straights are shrunk to little more than moments to catch a breath, and the bark from the chunky single tailpipe echoes off glistening Armco and patriotically painted tyre-walls, warming the spirits of anyone within earshot.



by RICHARD MEADEN PHOTOGRAPHY by ASTON PARROTT

GANG OF FOURS

4

GY70 GMZ

B5II AHM

Subaru's Impreza 22B and Audi's Sport Quattro are rally-inspired, fourwheel-drive legends. Could Toyota's GR Yaris match them for charisma and ability? We find out







HE EVE OF A BIG TEST IS NEVER conducive to a sound night's sleep. Predictably I'm awake just before my alarm goes off, bleary eyes peering at the bedside clock's bright digits. The time? 05:55. Three hours north of my cosy bed,

one of the UK's very few Subaru Impreza 22Bs not hidden away in a dehumidified vault awaits my arrival. Even at this ungodly hour the serendipity is clear, '555' being the tobacco sponsor propelled to global prominence during Subaru's all-conquering efforts in the World Rally Championship. An auspicious portent of an epic few days to come? I reckon so.

Also inbound for our North Yorkshire rendezvous is a lorry containing Audi UK's 1986 Sport Quattro. And last but by no means least, **evo** deputy editor Adam Towler is heading to the same spot in a Toyota GR Yaris, thereby completing our trio of celebrated rally specials brought together for this unique comparison test.

So much has been written about the Sport Quattro over the decades it's almost impossible not to catch yourself thinking in clichés. Thankfully it continues to inspire fresh awe and curiosity. Never more so than when it's being unloaded from a truck and the keys are handed to you. If you grew up revering Group B rally cars and viewing their road-going counterparts as mythical beasts of the road, it's a real pinch-yourself moment.

For the best part of 40 years this abruptly abbreviated Audi has stood as the epitome of Group B; a sawn-off shotgun of a car, designed and built with the sole intent of stealing the World Rally Championship. Unlike its purposebuilt mid-engined rivals, the short-wheelbase Quattro was far from a clean-sheet design. Audi's commitment to maintaining a clear connection between this highly evolved rally weapon and regular showroom stock might have been a marketing masterstroke, but whatever they lopped from the wheelbase couldn't compensate for the front-engined Quattro's nose-heavy balance.

Conversely, while the short-wheelbase Quattro may have struggled to keep pace with the Peugeots and Lancias on the rally stages, the road cars built and sold to facilitate its homologation were by far the most complete and fully developed of all the Group B contemporaries. This much is obvious from the quality of fit and finish and the luxurious levels of interior trim. Then again, when you consider its price wasn't so far from that of Ferrari's 288 GTO when new, you'll appreciate Audi's need to build a 'proper' road car.

It's hard not to feel star-struck in the Quattro's presence. Shocked, too, at just how brutal the reduction in wheelbase is. Audi chopped just over a foot from the



middle of the car, more in an attempt to help it rotate into corners than to save weight. Mass was shaved with carbon-Kevlar body panels, although, as we know, the road version was far from stripped-out.

Lift the bonnet and you'll see that the motor sits forward in the engine bay, pulleys and a cylinder or two sitting on or beyond the front axle centre line. Kevlar shrouds with their exposed yellow and black weave hint at the Sport Quattro's motorsport pedigree, as do the 2.1-litre in-line five-cylinder's outputs of 306bhp and 258lb ft – numbers that were on a par with the Porsche's 911 Turbo of the day.

Once behind the large steering wheel, you're treated to a view of large and clearly marked analogue dials, heavily grained plastics and chunky switchgear. Switchable ABS and a control for the four-wheel-drive system's centre differential are curiosities, as is the sight in the rear-view mirror, which reveals a rear windscreen that's considerably closer than you would expect it to be!

Twist the ignition key and the starter motor chunters momentarily before the engine comes to life with a brief flare of revs and then settles into a resonant idle. The pedals are slightly offset to the centre of the car, but are spaced okay for heel-and-toe work. The brake pedal is firm, the clutch pedal heavy by modern standards. This particular car's five-speed H-pattern gearbox is a little bit tired if I'm honest, with a lack of spring-bias to the gate and a somewhat discombobulated looseness to the way the lever slots between gears. No matter, as it's nothing that can't be minimised with a little patience and mechanical sympathy.

Encouragingly, once you build speed you feel the Quattro

'IT'S HARD NOT TO FEEL STAR-STRUCK IN THE QUATTRO'S PRESENCE'









begin to get underneath you, suspension settling nicely and steering feel increasing with load. With faster and more meaningful miles you build a picture of a car with two distinct modes. The first is the major league performance car from the same mould as the Porsche 930 Turbo, with long-striding gears, plenty of torque and an uncanny ability to generate speed and carry it across country with little apparent effort. Then you have the lunatic mode. The one that sees a switch from mellow to maniacal. I'd stop short of saying it's agricultural, but there's real brutality to the way it delivers its full straight-line and cornering performance. There are two reasons for this: the turbo lag and the fourwheel-drive transmission, both of which require a particular kind of commitment to fully uncork the Sport Quattro.

Below 4000rpm the engine is having a bit of a nap, but from 4500 to 7000rpm it really does rev like the clappers once the boost arrives. You're certainly glad each gear has plenty of reach as it would otherwise be hard to keep from bouncing off the rev-limiter. The warbling soundtrack is a little less musical than memory serves, with a harder, harsher edge when you work it hard, but it's still richly characterful and a true echo from rallying's past.

On the wide open expanse of the North York Moors the short Quattro feels mighty. There's so much traction and lateral grip it romps across the terrain, sure-footed, impervious to the conditions and brimming with confidence-inspiring poise as it shoulders its way through the curves and bludgeons down the straights.

Attacking a corner crystallises all that's good and bad about the car. Plentiful grip and monster traction belie the small 15in rims and modest rubber, but the nose-heavy balance, prolific turbo lag and relatively primitive fourwheel drive present a unique set of challenges. Take a conventional approach and you place most of the workload on the front axle, which is fine until the boost arrives, at which point the Quattro pulls itself wide of your chosen line. The knack is to get the weight transferred to the rear with an early, sharp lift of the throttle as you turn in, then get back on the power as quickly as you dare.

With the tail squatting and the turbo lit, the Quattro sits on its haunches and fires out of the corner, rear wheels digging into the road, front wheels pulling just enough to keep things tidy, and with a satisfying smidge of opposite lock. Few cars tackle a corner with more ruthless efficiency or greater effectiveness. If it feels hugely impressive now and it does! - it must have felt mind-blowing 36 years ago. Now, as then, the legend is well deserved.

Amongst the plethora of Subaru Impreza derivatives one stands supreme. The 22B. Strictly speaking, and rather ironically, it's not a homologation

Left and above:

special. Rather it was built to celebrate Subaru's 1997 World Rally Championship title, which was won by the beautiful, Peter Stevens-designed Impreza WRC, the first Impreza to embark on

Sport Quattro has lost none of the charisma that made it an icon of the Group B era; GR Yaris has similar pace - and its own rich character



'WITH THE TAIL SQUATTING AND THE TURBO LIT, THE QUATTRO SITS ON ITS HAUNCHES AND FIRES OUT OF THE CORNER' rallying's journey beyond the Group A era in which both Subaru and Mitsubishi forged their formidable reputations.

All credit to Subaru that the 22B was taken just as seriously as any homologation special. In fact it could be argued it went further, such was the bespoke nature of the car. As its name suggests, a special engine – the 2.2-litre EJ22 – complete with unique forged pistons was developed for the car. Due to Japanese market restrictions of the day, power was officially put at 276bhp, but few doubt it was actually developing more than 300bhp.

Short gearing maximised the in-gear performance, while the all-wheel-drive system featured a driver-adjustable centre differential. Indeed, up and down the specification there are uprated motorsport components, including a twinplate clutch, forged aluminium and rose-jointed suspension, bigger brakes, gorgeous gold BBS alloys, inverted Bilstein dampers (hence the 'B' in 22B), special Eibach springs and a seam-welded bodyshell.

STI limited production to just 399 cars for the Japanese market, with a further 25 or so for overseas territories. It may not have been built to homologate the 1997 Impreza WRC, but the 22B's blend of pedigree and purpose guaranteed it immediate cult status.

Even so, it might come as something of a shock to discover how values have skyrocketed. There was a time not so long ago when £30k would buy you a 22B. These days you'll need at least five times that to get a decent one, and six or seven times that to get an immaculate car with modest miles. Freakish delivery-miles cars go for considerably more.

Armed with that information, and given how few 22Bs are in the UK, you can perhaps imagine that finding one for this test was something of a challenge. Especially given the time of year and the need to not only photograph the car but drive it as Subaru Technica International intended. I'd begun to abandon all hope when my old mate Richard Tipper of Perfection Detailing came up trumps, putting me in touch with Richard Groves, a client of his who had recently acquired a pristine, 5000-mile 22B. An **evo** reader since issue 001 (which, incidentally, featured the first UK test of a 22B), Groves committed his car without hesitation, his only proviso being we drive it 'properly'. What a legend.

Like the Audi, the Impreza has been transported to North Yorkshire. No point in accruing unnecessary 'dead' miles on the motorway. Besides, it means we're treated to another unloading ceremony, which never fails to raise the sense of occasion and anticipation. It looks absolutely perfect, like all your Prodrive/555 blue 'n' gold fantasies made real. The wide arches are absolute perfection, the larger diameter WRC rims a forgivable deviation from the standard BBS rims, which are tucked away in Groves' garage, still shod with their original tyres. The driver's door swings light on its hinges, the frameless windows a classic Impreza signature. The simply styled interior is as new, the plastics unmarked, sculpted seats ultra-comfortable, Nardi steering wheel perfect to hold. The soft green backlighting to the instruments takes me back to memories of many happy miles in Imprezas over the years, as does the bonnet scoop poking into view. It's good to be back.

There's always been a friendly warmth of character to the Subaru flat-four engine's soft *dugga-dugga-dugga* note at tickover. The 22B is typical in this regard, though its EJ22 motor responds particularly keenly to a blip of the throttle, suggesting an unusual freeness and appetite for revs. It's a feeling that's amplified by the shorter gearing, which increases the sense of energy and urgency, even when stroking along on modest throttle openings. It quickly becomes clear that the 22B has a unique character. One rooted in the familiarity and rightness of fast Imprezas, but a step above and beyond the RB5 or P1. It's more vibrant and explosive, and there's even a little bit of GT-R-like recalcitrance and lack of refinement in some of what it does. The twin-plate clutch is juddery at low speed, and you can feel the diffs winding themselves up a little bit when shunting around with lock applied at walking pace.

Imprezas were never the last word in front-end feel and this remains the case with the 22B. Cold, wet conditions certainly don't help, but there's a slightly glassy sensation to pointing it into fast, sweeping curves that leaves you guessing for that millisecond or two between committing to the corner, easing some lock into the steering and knowing the car is going to stick.

Past experience tells me it's simply a case of believing.



The grip is there, you just don't get a sense of there being much to lean against until the front end has some lateral loading. Get your head around this and the 22B is a formidable partner, carving its way across the sodden moorland roads with a lightness of touch that's in stark contrast to the Audi's heft.

This lightness pervades the whole car. It weighs 1270kg but feels as though it's 200kg less, such is its ability to change direction and the way it copes with crests and compressions. The clutch is sharp, while the gearshift has a tight gate and a positive but slightly brittle feeling as each gear engages that means you're measured and precise when guiding the lever. The brakes bite strongly and require only modest pedal pressure. There's a cohesion to what it does that suggests it was considered and honed rather than uprated without thought to how each component works with the other. As a result there's an athleticism in the 22B that's hard to restrain and impossible to resist. Find some tighter corners and you have the opportunity to be more aggressive with your inputs, braking hard and late, working straight through the glassy phase and finding plenty of front-end purchase. There's an inherent neutrality to the Impreza that's the key to its point-to-point speed, its limit marked by a gradual push of understeer rather than anything spiteful. However, where the 22B raises its game is in its ability to be provoked into lift-off oversteer, which can then be balanced and sustained on the throttle.

It takes some effort to get the tail moving, but once it's in motion the throttle response and perfectly judged steering ratio mean you can slide it smoothly, applying just the right amount of lock and then – perhaps more importantly – straighten things up again equally smoothly. It's a joy to

'WHAT'S WONDERFUL ABOUT ALL THESE CARS IS THEIR SENSE OF PURITY AND PURPOSE. THE YARIS IS A PROPER LITTLE WEAPON AND NO MISTAKE'





exploit and a great demonstration of the 22B's wider and more expressive dynamic repertoire.

And so to the GR Yaris. In the short time since its introduction, this headline-grabbing Toyota has become a sensation. Rightly so, at least so far as people like us are concerned, for it's the first true homologation special in a generation. Having created such a buzz, the risk of overpromising and underdelivering was high, yet our first proper UK drive in last month's eCoty confirmed it as a hugely desirable and readily affordable car with abundant talent and a distinctive character.

Shining against its 2020 peers is one thing, but seeing how this little bombshell stacks up against two of the most iconic rally specials of the past is a very different test. Judged purely on car park presence you'd have to say that while it lacks the brutality of the Audi and the kneeknocking looks and McRae magic of the 22B, the GR Yaris does possess something of their aura.

Pumped arches, hungry intakes, squat stance, fat tyres and big brakes. They all add up to a car that expresses its intent without resorting to weird proportions or wild wings, though the rakish roofline and exposed carbon roof are decidedly un-Yaris. Ultimately what's wonderful about all three of these cars is their sense of purity and purpose. The Yaris is a proper little weapon and no mistake.

Another quality the Yaris shares with its spiritual forebears is an unusual and characterful powertrain, its gutsy turbocharged triple deviating from the norm just as Subaru's forced induction flat-four and Audi's in-line five-cylinder turbo did in their day. It's potent, too, despite its apparent lack of cylinders and cubic capacity, with 257bhp and 265lb ft comparing well against the 22B's official 276bhp/268lb ft and the Sport Quattro's 306bhp/258lb ft. It carries very similar weight, too, at 1280kg.

Some people criticise it for not having the exaggerated agility of a Mitsubishi Evo, but personally I don't mind that so much because there's a calmness in the steering and handling balance that gives you confidence to commit. Ultimately it's down to you to put the energy in the car. If you want it to rotate quickly, you steer it aggressively and use weight transfer to try and bring the tail into play. You can enhance this effect by switching to Sport mode (in this, a Circuit Pack car), which delivers a 30:70 front-torear torque split and has a tangible effect on the way you can power the Yaris through a corner. I hear the argument regarding wanting Evo-like yaw, but I'm not sure I would trade the way the Yaris finds grip and traction for overly exaggerated dynamic instability. As it stands, in difficult conditions or on an unfamiliar road you always know the GR Yaris is underneath you.

Character-wise, the engine has a really enjoyable mix of low and mid-range torque with a pleasing appetite for topend revs – not something triples are noted for. The sound is piped into the car and does lack something in the way of





































organic musicality. You feel the car's working harder, but it doesn't build to a crescendo the way the Sport Quattro and 22B do. However, the gear ratios are great, as is the gearshift, which has a precise, weighty, connected feel. Likewise the steering weight and rate of response is pretty much spot-on, so you know exactly where you are with it within the first mile.

Another real highlight is the brakes, which have terrific power and brilliant pedal feel. You can just squeeze into the pedal and have great confidence in what the car's doing. The damping is equally sweet: firm but nicely rounded, so it copes with imperfections that would jar in a car that's too sharply damped or sprung. The Yaris has this compact, four-square feel on the road that exudes confidence and encourages you to drive it quickly, yet it's also very happy to settle at steady speeds.

B5II AHM

What you're left with is a sense that there's real maturity to the Yaris. Toyota has thought about it, not just thrown a load of performance parts at the car, cranked a load of support into the chassis and not really worried about its refinement or its ability to cope on a difficult road in tricky conditions. And difficult roads and tricky conditions are what these cars have always been about.

Somewhat unexpectedly, you could argue that of the three the Yaris is the most focused, for it was conceived solely with rally success in mind. The Sport Quattro was an extreme evolution of an already revolutionary rally car, but the Ur-Quattro went rallying as a marketing exercise to prove the advantages of its all-wheel-drive transmission in all weathers and on all surfaces. Group B took this to extremes, but in truth by then not only had Audi's point long since been proved, but its first mover advantage

Audi Sport Quattro

Engine In-line 5-cyl, 2133cc, turbo Power 306bhp @ 6700rpm Torque 258lb ft @ 3700rpm Weight 1298kg Power-to-weight 239bhp/ton 0-60mph 4.9sec Top speed 155mph Price today £450,000-500,000 evo rating ★★★★★ had actually become an impediment against what were effectively prototype Lancias and Peugeots.

Meanwhile the Impreza Turbo was a high performance series production variant of a rather ordinary family saloon. The genius of Group A's regulations, plus Prodrive's expertise, 555's cash and a roster of great drivers, saw them blossom into world-beating rally cars. Nevertheless these were cars that were made into winners rather than being born to the task.

With three such different cars from such radically different eras it's hard (some might say foolish) to attempt to bestow some kind of pecking order. What I can say is that the Audi is the greatest event to be in and around, the 22B is the most exciting and, for me at least, the one I connect with on the deepest level. And the GR Yaris? Well, it's easily the most exploitable, the most connected, the most complete and genuinely characterful, even in this company. That it's also the quickest across the ground – especially in dicey conditions – feels like it should be a surprise, but is actually inevitable given decades of advancements in tyre, chassis, engine and brake technology.

Perhaps the most remarkable thing about this whole test is that not only have we felt compelled to compare a £35,000 Yaris with an iconic Impreza that now commands £150-200k and an illustrious Audi that's now pushing £500k, but it goes toe-to-toe with both convincingly. On its own terms and in memorable style. If that's not something to celebrate, I don't know what is.

Many thanks to Richard Groves for the use of his Impreza 22B. If you'd like to see more of this car, take a look at Richard's new YouTube channel 'Challenge The Road'

Subaru Impreza 22B

Engine Flat-four, 2212cc, turbo Power 276bhp @ 6000rpm Torque 268lb ft @ 3200rpm Weight 1270kg Power-to-weight 220bhp/ton 0-60mph 5.3sec Top speed 150mph Price today £150,000-200,000 evo rating ★★★★★

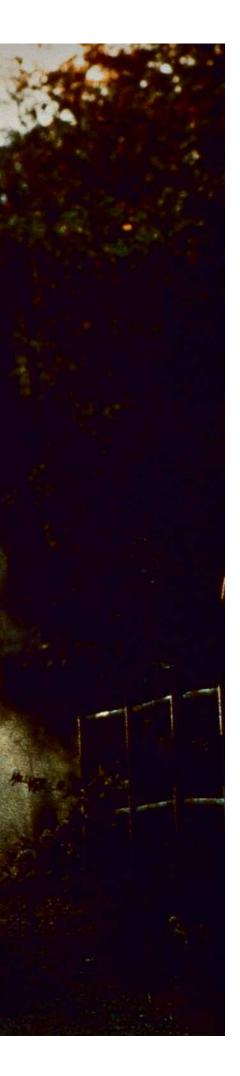
Toyota GR Yaris

Engine In-line 3-cyl, 1618cc, turbo Power 257bhp @ 6500rpm Torque 265lb ft @ 3000-4600rpm Weight 1280kg Power-to-weight 204bhp/ton 0-62mph 5.5sec Top speed 142mph (limited) Basic price £29,995

evo rating *****

WHEN AUDI ASKED IF THE RULES COULD BE AMENDED TO INCLUDE FOUR-WHEEL DRIVE, NO ONE MINDED'

MICHELIN



by ADAM TOWLER

TRACTION HEROES

The road-going Sport Quattro owes it all to Audi's AWD rallying giants

AUDI'S QUATTRO REALLY WAS A paradigm shift in rallying. Before its arrival, physics decreed that rally cars could only harness a certain level of power before more became pointless on loose surfaces; with fourwheel drive, however, there was virtually no limit. But so unlikely did its advantage seem that when Audi quietly asked if the rules could be amended to accept four-wheel drive, no one minded. After all, wasn't Audi working on some little military vehicle that featured it?

The Quattro made its WRC debut in the Group 4 class at the 1981 Monte Carlo rally. Proving a technologically advanced car in such tough conditions was the ideal way to establish the relatively new Audi brand as a premium marque, and the budget reflected this. Audi signed superstar driver Hannu Mikkola, partnered by Michèle Mouton in a second car.

That first season was one of extremes: when the Quattros worked, their superiority over two-wheel-drive opposition – such as Mk2 Escorts and Talbot Sunbeams – on gravel was verging on the absurd, but there were many retirements too as Audi Sport grappled with new technology. By 1982 the team was on a roll, Mouton taking three wins and just narrowly missing out on the championship to Opel's Walter Röhrl, with Mikkola in third, although Audi did clinch the manufacturers' title.

New Group B regulations arrived in '83, and the Quattro needed to be re-homologated to retain its eligibility. Henceforth, the car was known as the A1 Quattro (the 'A' standing for aluminium cylinder block), although this model was short lived, as Audi used the evolution rules to unveil the A2 in May the same year. The A2 had a marginally smaller engine, with capacity down from 2144cc to 2109cc, allowing it to duck out of the 'over 3-litre' class once the 1.4 equivalency factor for turbocharged engines had been applied. This made the A2 eligible for a lower permissible minimum weight of 960kg rather than 1100kg, and while Audi never got the car below a ton, every bit helped.

That's because Audi was locked in a fierce battle with Lancia for the 1983 championship, and the Italians' featherweight, rear-drive 037 was exposing inherent weaknesses in the Quattro's package. For a start, the in-line five was mounted longitudinally well in advance of the front axle, with strong understeer the predominant handling characteristic. It was also a big car, ungainly on tight, twisting stages, and all that technology made it very heavy alongside something like an 037, while its reliability – particularly the engine and ancillaries – was also still in doubt. In a classic season, Hannu Mikkola just seized the drivers' crown, but Lancia pipped Audi to the manufacturers' title.

By 1984, Audi had the A2 well honed, the car producing up to 400bhp, and items such as Kevlar doors helping to reduce weight. Walter Röhrl joined the team from Lancia, but it was Stig Blomqvist who became drivers' champion, with Audi also seizing the manufacturers' crown. Even so, it was obvious the Quattro's days at the top were numbered: Group B gave manufacturers the chance to create bespoke, mid-engined rally cars that the relatively conventional Quattro was never going to be able to equal, yet Audi's suits insisted on a continuing link to the firm's production model.

The rally team's response was the Sport Quattro, which had 32cm chopped from the wheelbase and was 24cm shorter overall. The engine was still mounted far forwards and the new car's handling looked wild, as did its performance: a new 20v cylinder head meant power was listed at 450bhp but probably soon exceeded that figure. The Sport Quattro first appeared at 1984's Tour de Corse and suffered a disastrous debut with an overheating engine. The same round also saw the arrival of Peugeot's 205 T16, the car that would win the drivers' and manufacturers' championships in Group B's final two years, 1985 and 1986.

In July '85 Audi homologated the Evolution 2 (pictured), with its snowplough front end and roof-high rear wing. While the aerodynamic gains were appreciable, the key element was moving all the radiators to the boot, thereby improving the weight distribution. Röhrl scored a victory in San Remo, and Audi began experimenting with different differentials, as well as adopting the twin-clutch PDK gearbox pioneered by Porsche on its Group C cars. Power was now well on the way to 600bhp, and probably an awful lot more.

But the Quattro never won another Group B rally, Audi abruptly pulling out of the sport after the fatalities at Corsica in 1986. Meanwhile spy photos that appeared of a mid-engined Quattro, worked on in secret much to the later disapproval of the Volkswagen board (see DOA, **evo** 277), gave a tantalising glimpse of one of motorsport's great 'what might have beens'.



by ADAM TOWLER

BLUE BROTHERS

The 22B's rallying relatives that created the Impreza legend

SUBARU'S INVOLVEMENT IN RALLYING began in the 1980s with 4WD variants of the quirky Leone, but it wasn't until 1990, when the firm debuted the Group A version of the Legacy RS, that a credible challenge on the world stage seemed possible. The step change was twofold: not only did the Legacy feature the larger, more powerful, 2-litre turbocharged DOHC 'EJ' engine, but the rally car was also designed and developed in Britain, not Japan, by Banbury-based Prodrive. It was a partnership that in time was to write a significant page in the annals of motorsport history.

The car's pace was obvious from the off, and Prodrive employed two rallying greats in Markku Alén and Ari Vatanen to drive it, but reliability from the STI-prepared engine was lacking. Meanwhile, Colin McRae's Prodriverun Legacy RS dominated the 1991 British Championship with a Prodrive-built engine, and the point was obvious: soon, Prodrive would take complete control of the works effort.

The Scot progressed to making appearances for the WRC squad in 1992, while securing a second British title, and then moved up to the works team full time in 1993 alongside Vatanen. It was McRae who finally delivered that crucial first win at the 1993 Rally of New Zealand, while Prodrive also secured another British Championship, this time with a young English driver by the name of Richard Burns...

The new Impreza, homologated for Group A as the Impreza 555 after the team's sponsor, effectively took the running gear of the Legacy RS and placed it in a smaller shell with a shorter wheelbase. It would be a more demanding car to drive, but a faster one all the same. Vatanen nearly won on the car's debut in the '93 1000 Lakes Rally, and by 1994 both car and team were a formidable force at the top of the WRC.

McRae was now partnered by Carlos Sainz, and the Impreza was steadily crafted into arguably the ultimate Group A car. While Sainz couldn't prevent Toyota's Didier Auriol from pipping him to the 1994 championship (McRae was fourth), in 1995 it was finally Subaru's year.

Prodrive was at the forefront of developing 'active' (electronically controlled) differentials, and the Impreza 555 was effective on any surface, for any rally. In a classic season, it came down to Sainz versus McRae, with the Scot triumphing on home soil in the RAC rally.

McRae couldn't repeat the feat in '96 thanks in part to the emerging threat of Tommi Mäkinen

and the Mitsubishi Evo, and then change came for 1997 and the introduction of the World Rally Car rule set, finally breaking the homologation link with road cars and meaning now just the basic shell had to be homologated.

Subaru was an early adopter of the new rules with the Impreza WRC. Styled by Peter Stevens, it used the two-door JDM Impreza as its basis and ran an evolved EJ20 engine that was no longer restricted by links to a road car. These 'World Car' Imprezas (known as S3, S4 and S5) enjoyed varying fortunes over the next three seasons. They were fast, but reliability issues, particularly with the engine, prevented McRae from securing any more titles. Disgruntled, he left at the end of '98 to join Ford, and for 1999 Richard Burns joined Subaru's WRC team alongside Juha Kankkunen. The year got off to a slow start, but by the season's close the Subarus were right back in contention.

The final year of the classic Impreza shape was 2000, and the Impreza WRC2000 (pictured) may have looked virtually identical but in reality was a completely new car beneath the skin, being lighter and with a lower centre of gravity – achieved at great expense. Burns narrowly lost out to Marcus Grönholm and Peugeot for the 2000 title, but the guts of the WRC2000 were put into a four-door Impreza 'Bugeye' for the WRC2001 (S7), and the Englishman clinched his first and sadly only WRC crown at the final 2001 round in Britain.

With Burns moving to Peugeot, for 2002 Subaru fielded Tommi Mäkinen and Petter Solberg in S8 models, and while the former had a poor year, his younger teammate finished runner-up in the title race. The following year he went one better in his 'Blobeye' S9, securing Subaru's final championship title.

Gradually, Citroën and Sébastien Loeb became impossibly powerful, with Ford increasingly its main opposition, particularly in the manufacturers' championship. Solberg finished runner-up in 2004 and 2005, but by now Subaru was struggling. Burns had been due to return to the team but had fallen ill, while WRC cars had become increasingly bespoke, hitech and big-budget creations.

During 2008 Subaru debuted the new GEbased (hatchback) WRC2008, but at the end of the year withdrew completely from WRC, citing the world economic situation. The days of blue, yellow and gold were over, and it's unlikely we'll see their like again.

'THE PRODRIVE PARTNERSHIP WOULD WRITE A SIGNIFICANT PAGE IN THE ANNALS OF MOTORSPORT HISTORY'

BUBAR

BAR

PTOPECA PTOPECA IALLY NEW ZEALAN

alcon

TOYOTA ONCE AGAIN OCCUPIES THE POSITION OF "THE TEAM TO BEAT"

Aasonic .

sah

DMGN

PIAA

Panasonic

Microsoft DENSO

SP 1016

DMG MORI

PIAA



by ADAM TOWLER

RETURN TO THE WILD

How Toyota got back in the WRC game, paving the way for the GR Yaris

FROM ROUGH AND RUGGED CELICAS in the '70s and '80s that excelled in tough African events, to the legendary ST165 and ST185 Celica GT4s that took the drivers' championships in 1990 and 1992 for Carlos Sainz, 1993 for Juha Kankkunen and 1994 for Didier Auriol, plus the manufacturers' prize in 1993 and 1994, Toyota's rallying back catalogue is a formidable one. It was Toyota and the GT4 that smashed the stronghold Lancia had over the sport at World Championship level during the early Group A years, and it was a dynasty that was expected to continue with the ST205 Celica GT4 in 1995, had Toyota not become embroiled in scandal. Under pressure with a new car that was proving difficult to tame, it resorted to cheating so blatant that the team was immediately banned from the sport.

Toyota, represented as usual by Toyota Team Europe in Cologne, would be back part way through 1997 with its new World Rally Car, based on the Corolla, a machine that came within mere metres of delivering a drivers' title for Sainz in 1998 until it blew up on the final stage. The manufacturers' prize was clinched the following year, with both Sainz and teammate Auriol showing strongly in the drivers' standings (fifth and third respectively), whereupon Toyota then left the sport to concentrate on WEC and F1, leaving a big hole behind.

It would be a long wait for Toyota's return, but in early 2015 it was announced that Cologne (now known as Toyota Motorsport GmbH) was working on a new contender for the 2017 season. In due course Tommi Mäkinen was revealed as team leader, with the real surprise being that the car would be designed and developed in Finland at Tommi Mäkinen Racing, with Cologne only assuming responsibility for the engine.

Testing of the car began in 2016, with the 2017 season being a pivotal one for the sport. New technical regulations took the 1.6-litre turbo WRC car formula and turned the heat up, prescribing a bigger air restrictor that increased power from 300 to 380bhp, and allowing significantly larger aerodynamic devices. Suddenly, from looking rather tame during the 2011-2016 seasons, rally cars had an air of Group B wildness about them once again, and stage times were set to tumble, too.

Toyota Gazoo Racing – as it was now known – unveiled its new challenger at the end of 2016, and it was even more radical in looks than anyone could have hoped, and barely recognisable as a Yaris at all. The drivers would be Jari-Matti Latvala and Juho Hänninen, with Esapekka Lappi joining midway through the season as a third entry.

The 2017 season got off to a brilliant start for Toyota, with Latvala finishing an incredible second overall on the car's debut in Monte Carlo, and then winning outright at the second round in Sweden. Results were a little harder to come by after that, but the team still finished third in the manufacturers' standings, beating a troubled Citroën.

During that year the French ace Sébastien Ogier tested the Yaris with a view to signing for the team in '18. Footage appeared on YouTube of the Frenchman battling tremendous underand oversteer, and he subsequently decided to stay with Ford, winning his sixth drivers' title in 2018. It's believed a mistake in setting up the car led to its handling being well off the mark on the day, which raises the interesting question about what might have been if Ogier had joined Toyota earlier than he eventually did. As it was, Latvala and new signing Ott Tänak had a strong year, the latter taking four victories, and Toyota claimed the manufacturers' title.

Tanak was the rising star now, and he put the momentum to good use in 2019, clinching the drivers' crown, much to the delight of Toyota chairman Akio Toyoda – presumably up until Tanak announced his move to Hyundai for the following season.

Last year, in a truncated season due to Covid, Toyota's line-up of Ogier, Elfyn Evans and Kalle Rovanperä was even more formidable, and while Evans was in contention until the end at Rally Monza, it was Ogier (pictured, at Rally Estonia) who took his seventh driver's title.

The Yaris WRC's replacement - based on the new GR Yaris road car, with its chopped-down roof and squat proportions - was due to compete this year, but with testing in 2020 restricted by Covid the team weren't able to develop it in time for 2021 and have elected to use the current car for one more year before switching to the new formula for 2022. The GR Yaris will have a role in the lower classes, however, while for WRC the driver squad of Ogier, Evans and Rovenperä continues, but with Latvala taking over as team principal from Mäkinen and the team structure changing behind the scenes. Nevertheless, Toyota once again now occupies the position of 'the team to beat' in world rallying, just as it did with those Celicas 30 years ago.



SUBBBB

TODAY AND GET 5 ISSUES FOR JUST £5 + AN



OR CALL 0330 333 9491 QUOTING CODE D282





SUBSCRIPTION PACKAGE INCLUDES:

- Pay just £1.00 an issue instead of £4.99
- **Continue to save 9%** on your subscription thereafter
- Free evo Poster Book as a welcome gift
- **Save £23.88** per year on the shop price with an annual subscription
- Free delivery of every issue straight to your door
- Access to exclusive subscriber competitions

YOURS

FREE

- Money off evo track events only for subscribers
- Receive unique, collectable covers only available to subscribers

GRFAT RNA

evo

EXCLUSIVE GIFT

Subscribe to **evo** today and get your first 5 issues for just £5! Plus get a FREE **evo** detachable poster book as a welcome gift

20 high-quality detachable prints featuring the greatest cars on the greatest roads from **evo** magazine.

evo is the global magazine for performance cars. From iconic classics to the latest supercars, **evo** explores the greatest roads around the world in the most exciting cars, putting the reader behind the wheel and at the heart of the action. This unique poster collection features 20 images from a selection of **evo**'s greatest drives that bring to life the thrill of driving, and each high quality print can be detached, ready for display.

We hope you enjoy the posters and thank you for supporting evo.

Calls to 03 numbers will be charged at your standard local rate. Please allow 28 days for delivery. UK only offer. Dennis Publishing Ltd reserves the right to replace this gift. You will be able to view your subscription details online at ManageMyMags.co.uk. Live outside the UK? For our best overseas subscription offers visit magazinesubscriptions.co.uk/evo or call +44 (0)330 333 9491. For subscriptions in the USA and Canada, visit imsnews.com or call 1-757-428-8180



LIFE THR DUGH A LENS

Former evo staff photographer Dean Smith is responsible for some of the most memorable automotive photographs of the last decade. Here he explains how he developed his style and shares some of his favourite shots

by RICHARD MEADEN

LIFE THROUGH A LENS



'I WAS NEVER INTO PHOTOGRAPHY WHEN I was growing up. In fact I'm pretty sure I didn't pick up a camera until I was 21.' Not words you'd expect to hear from one of the brightest talents on the automotive photography scene. But as you quickly come to learn, very little of Dean Smith's career trajectory can be termed conventional.

'I hated school. Left at 16. If I could have left earlier I would have! I didn't go to college or uni. I ended up working in a glass factory. Then I did a two-year National Training Scheme with IBM as I had a vague interest in computers at school, but then the recession hit so the IBM thing went kaput. So I went back to the glass factory. Then Tesco, then a bike shop and then, eventually, what you could call a "proper" job in IT, working on the Government Gateway. Then I jacked that in to take photos full-time and then, just when I was thinking I'd have to go back to Tesco, I landed the staff job at **evo**...'

It's fair to say that Dean's work as staff photographer from 2011 until 2014 quickly came to transform the look of the magazine, his raw talent and tireless – if well cloaked – enthusiasm (more on which later) driving him to take ever-more extreme action images that brought the pages of **evo** to life.

Perhaps the most remarkable thing about Dean's unconventional path is that he is entirely self-taught, the young Smith cutting his teeth not by pointing his camera at cars, but by pointing a borrowed camera at his mates on their BMXs.

'I raced mountain bikes cross-country when I was 14,' he explains. 'I did pretty well, but the bits I loved were the jumps and crazy stuff rather than the cross-country bit, so I stopped doing it after a few years and started riding a BMX at our local skate park instead.

'There wasn't much that was great about growing up in Winchester, but what we did



Ferrari F40 in the Alps (previous pages)

'We lost the first day of this shoot sorting the F40's dead battery. Nightmare! The next day we got up super early to catch the sunrise. We came out of a tunnel and the light was amazing, so I jumped out and started panicking. Then I looked over the barrier and I saw that shot. Click. Done.'

Aston Martin V12 Zagato in the Cairngorms

'This was the first time I tried bolt-on tracking – with the

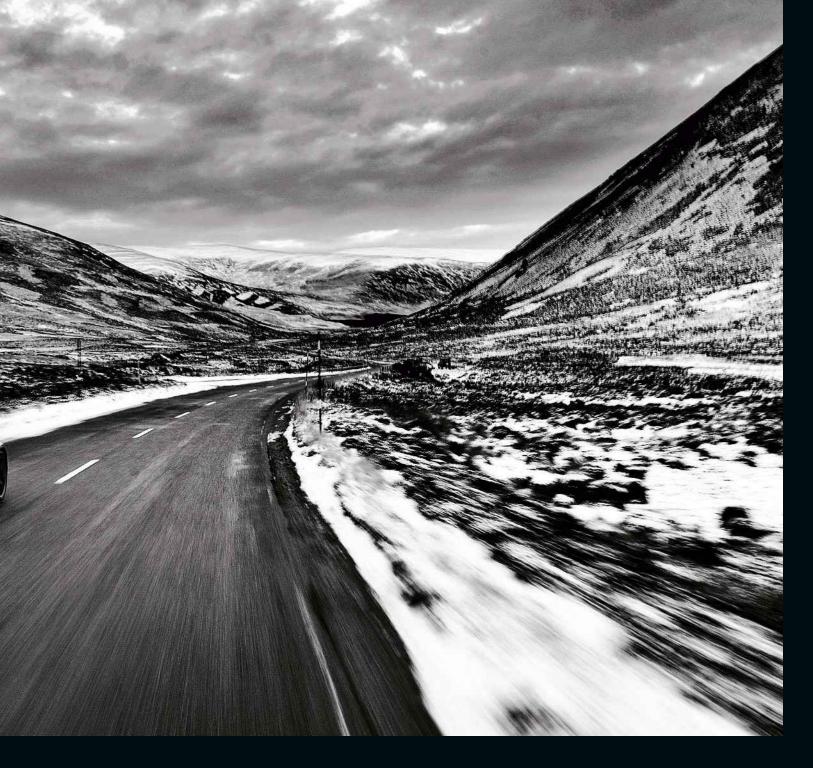
camera attached to the chase car – and this was the first frame. Pin sharp! We'd driven the Zagato up the night before and had no way of cleaning it, which was great, because I bloody hate cleaning cars. It just tells the story, doesn't it?'

Ford GT

'l couldn't sleep on my left side for three weeks after taking this shot! I was shooting out of the sunroof of a sliding Panamera Turbo doing at least 70mph. It's such an expressive shot, all the smoke and the angle of the car. It's the kind of stuff I love to shoot'

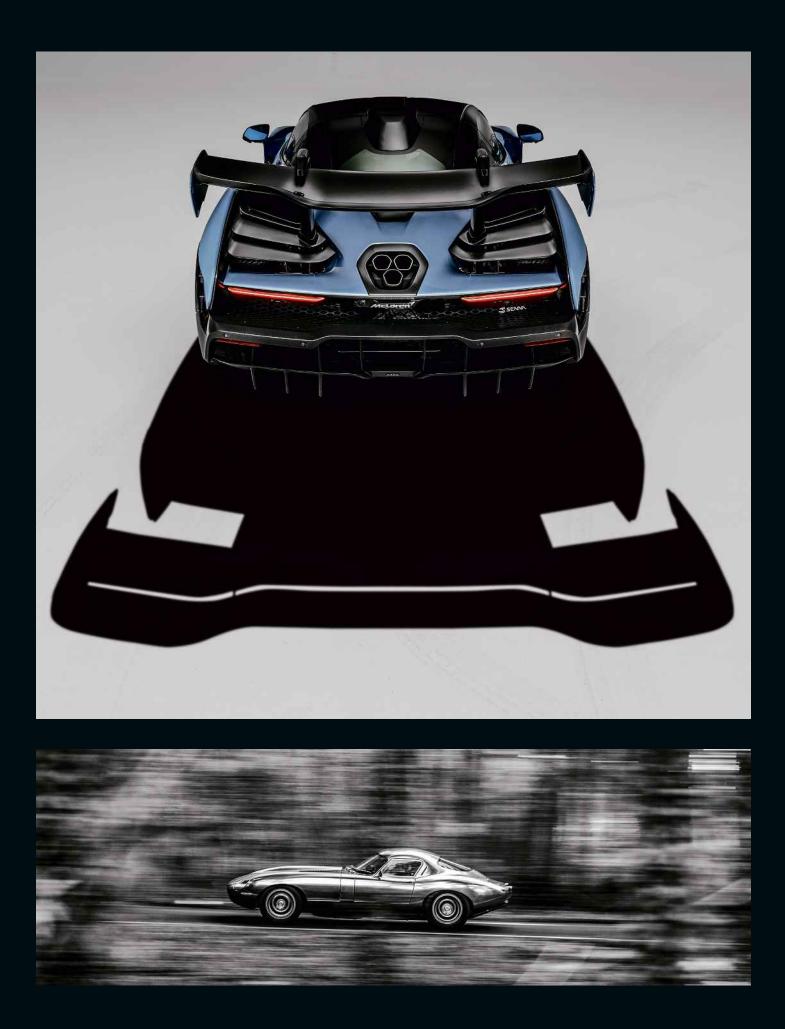
Aston Martin DBS

Superleggerain the desert 'This was a marketing shot for Aston Martin Middle East. Basically, where I took this photo you're not supposed to take photos; it's a deeply religious place. Although it was sunrise there were still people there, so we parked support cars around me so I couldn't be seen. It was just perfect light, perfect background. Pure, if a bit dicey!'













McLaren Senna

You can blame Andy Morgan for this one. I've been obsessed with a shot he took of a Rothmans Group C Porsche 956, where he wanged a massive shadow of it up the studio wall [evo 117]. Here I just wanted to get over how insane the Senna is. Especially that rear spoiler. I loved using the car's shape to create an extreme image.'

Eagle E-type

'The Eagle is the perfect shape for this shot, isn't it? I

just like everything about it. I always think panning shots are a bit of a fluke, especially when you're shooting through trees. You're at the mercy of the light and the foliage. And this was the best fluke of them all, I think.'

Porsche 911 twin drift

'I remember this day and this shot so well. It looks fake, because it's almost too good to be true. In fact we did it on the first run. That's what love about working with **evo** – there's a handful of journalists you could get to drive for a shot like this, and two of them happen to be Dickie and Jethro.'

McLaren 12C in Moroco

'We'd just come down off the Atlas Mountains. I lit the car with my iPhone's torch because I didn't want to take any lights with me on this trip in case they got confiscated at the border. I really wish I'd shut the McLaren's side window, but I couldn't see anything because it was so dark!' have was a genuinely world-class set of dirt jumps. Along with my mates I spent every waking minute down there, building and digging and riding. People would travel from the States to come to our trails, so occasionally we'd get some mega riders there, plus a few good local guys. It was around this time I started taking photos of them, really just for my own amusement, using a borrowed camera and some borrowed flashes.

'I had absolutely no plan for photography to be my career, because I didn't think I was good enough. I have an obsessive drive to get better at things, so as my interest in cars grew I progressed from the bike stuff to shooting friends' cars as well – often night shoots as I'd literally be doing my day job all day – and then posting the images on forums for feedback. Not because my objective was to be a car photographer, but because I just loved doing it.

'My first paid work was for James Baggott, who published some trade magazines for car dealership networks. I was still working in IT at the time. Then *Autocar* got in touch and tried me out on a few shoots. By this time I was an avid **evo** reader, so I got in touch with them, but I kind of got brushed-off, which was fine because in truth I wasn't good enough.

'I took the plunge to go freelance in late 2010. The way I jacked-in my IT job was possibly a bit impulsive. To be honest, within six months I thought it was a massive mistake. I'd done a trial shoot for the staff photographer's job at **evo**, but it didn't lead to anything. At least not immediately, but then months later Paul Lang [**evo**'s then art director] called me to say they'd been let down by a freelancer and asked if I could do a last-minute job that weekend shooting Darren Turner at Silverstone. I'd never shot anyone before, but obviously I couldn't turn it down. I'm bloody glad I didn't...'

Since then Dean has become that rarest of automotive photographers: one who takes the most natural, intuitive shots, yet relishes the opportunities new technology brings.

'I've never shot film,' he confesses. 'I've never even touched film. Digital was my way in. Since then I've enjoyed the rapid advancements in technology. The new Sony cameras have been the big leap, but so much has come in recent years.

'I just want to experiment and keep things fresh, so people wonder how I achieved an image. For example, I'm now attaching lights to drones and lighting cars from above. It's ridiculous when you think about it. If ten years ago someone said I'd be doing this kind of stuff I'd have said they were mad.'

I distinctly recall working with Dean when he started using a zoom lens to do car-to-car shots. I'd never seen a photographer use a big lens rather than a wide-angle to do tracking shots, so to be honest I thought we'd probably have to do them again. How wrong was I...

'Hah! There's a reason no one does it. It's because it's f****g hard. I don't know where it came from. I don't think I copied it. I was just trying to do it a different way to add more "everything" to it: car bigger, and bigger in the frame, more blur, more... just seeing how crazy you can make it look. For me regular tracking shots look so boring, and I hate the distortion you get from going too wide with shots. I was looking for something fresh.'

Finding new and exciting ways to shoot may be one of Smith's primary motivations, but the jobs that excite him are very much rooted in the finest traditions of motoring magazines: the road trips.

'Before I ever worked for a car magazine I always said my dream shoot would be an F40 in the Alps. Even now, having been fortunate enough to do just that with Henry Catchpole some years ago, if I could have just one more shoot – kind of a last meal, if you like – it would be the Alps, in the sunshine with an F40 and someone who can pedal it.

'I think that's one of the things I miss about working full-time at **evo**. When you're freelance you have to be efficient if you're to enjoy the benefit of being your own boss. When you're a magazine staffer you get worked to death, but the pay-off is countless opportunities to go on big, time-consuming trips to shoot really cool cars in really cool places. That's what I wanted – and what I got – from my time at **evo**. It was an incredible period.'

Aside from an extensive repertoire of hilarious but entirely inappropriate mum jokes, Smith is also known – fondly, I should say – for his relentlessly downbeat outlook. Eeyore on a bad day has nothing on Deano. Which is odd as he's blessed with so much natural talent he makes shooting exceptional images look effortless. As is often the case, things are not as easy as they seem.

'I always really struggle with anxiety before a job,' he explains. 'I can't relax until the shoot's done. Doesn't matter what it is. If I get more than three hours' sleep on the eve of the job that's a good night for me.'

Learning that Smith suffers for his art is distressing – I've worked with him for years, but never knew of his pre-shoot fears until interviewing him for this story – but it's further proof of his determination to always come back with great images.

'Taking the shots I've picked to accompany this story is all I ever wanted to do. Still is, truth be told. Road trips, crazy sideways action, technically challenging night shoots. Doing really amazing jobs with great human beings. It's the dream, isn't it?'



McLaren P1

'We had so little time to get this done. Plus a video. It was all the pressure in the world on all of us. The camera struggled a bit with the artificial light, especially as the back of the P1 is all mesh. I normally don't like shooting cornering from this angle, but the flame shows Dickie's got his foot in.'

Mountain bike jump

'I suppose this is an example of me wanting to push myself to take better shots. I ziptied a remote trigger to the handlebars of my bike, and I'm triggering the camera mid-jump with my left thumb. I suppose I should have photoshopped in a 50-foot canyon to make myself look really cool!'

Ferrari Enzo and LaFerra

'This is a pretty standard tracking shot made special by the subject matter, the shadow, the sunlight and the wet road. It's a dreamy result, isn't it? A proper "wish you were here" image that's exactly how I, as a reader, would love to imagine a scene involving these sorts of cars.'



by STEVE SUTCLIFFE PHOTOGRAPHY by ASTON PARROTT



LAY

The Mercedes-AMG C63 S Estate and Audi RS4 Avant both combine practical bodies with punchy performance. But which of these junior super-estates is the most entertaining, and does that also make it the best road car?



O THERE'S THIS CORNER ON THE

West Circuit at the Bedford Autodrome that always separates the wheat from the chaff. It's not so much a corner as a highspeed chicane, and it comes towards the end of the lap, just when you're (hopefully) thinking: 'Right, this has been a good one, so let's not blow it here – keep it nice and tidy.'

The approach speed is high, as in 100mph-plus in fourth gear, and in most cars you'll probably want to downshift to

third just before you turn in, although in high-torque cars – such as the Audi RS4 and Mercedes-AMG C63 S – you're better off staying in fourth and nailing the throttle as early as possible towards the exit.

Before you can get anywhere near doing this, however, you need to manage the turn-in phase, which is crucial because it's followed by a serious transfer of weight in the middle of the chicane as you flick decisively from left to right. Get this corner right and it feels delicious. Get it wrong and you'd better hope the ESP system on whatever car you're pedalling is good, and is on your side. Except, of course, we usually turn such systems off when possible to generate the quickest lap times, meaning you're very much on your own...

So it's a key corner, and the way in which the recently revised Audi RS4 Avant and the well-established Mercedes-AMG C63 S Estate deal with it is intriguing, because here, possibly more than anywhere else, they behave quite differently from one another. The reason why, of course, is because the RS4 is four-wheel drive whereas the C63 S remains rear-wheel drive, and although most of the time – on the public road for example – you'd be hard pushed ever to spot the difference, on track, and especially on this specific corner, they really are like chalk and cheese.

The Audi feels planted, secure and stable but ultimately just understeers a bit when you turn in, then understeers a

KU69 HNA

bit more when you change direction. The AMG, on the other hand, is more responsive and alert on turn in, and during the shift in direction. It feels far lighter on its feet but also like it could get away from you more readily if you do the wrong thing with the throttle at the crucial moment. It dances in a way that the RS4 does not, and is a fair bit faster through this corner sequence as a result, but it also requires more skill to keep in check and more bravery in terms of your commitment to the throttle.

Which is the better car through here? The AMG, no question. Yet for someone who still wants to go quickly without needing to go anywhere near the edge, the RS4 has a lot going for it. So it's up to the individual behind the wheel which approach, and therefore which car, you might prefer. And this is a theme that pervades throughout this comparison from start to finish.

But before we delve deeper into the dynamic differences between these cars, some brief bits of housekeeping, because there are some crucial elements that separate this pair in the showroom. Like the fact that the Audi costs almost ten grand less than the AMG, despite boasting a pretty much identical amount of kit inside plus a highly sophisticated four-wheel-drive system on top. That said, the RS4 tested here has an on-the-road price of £81,600 with options, many of which you'd surely plump for when specifying an RS4, such as the deeply sexy 20-inch wheels, the full-house sports exhaust system and the various carbonfibre bits and bobs inside. So in reality they are closer to one another on price than they might at first appear.

What separates them more obviously is the engine and transmission specs. The RS4 has a twin-turbo 2.9-litre V6 that produces 444bhp and 442lb ft and is mated to an eight-speed dual-clutch gearbox. The AMG uses the ubiquitous 4-litre twin-turbo V8 that also appears in most Astons as well as most AMGs, and it produces 503bhp and 516lb ft. In this case it's mated to AMG's new nine-speed dual-clutch 'box – one of the few mechanical things to have changed on the C63 since it was unleashed in 2015.

KT69 OPG

lacks Mercedes' 4Matic four-wheel drive, so is a playful thing on track. **Bottom right:** RS4's rear can be coerced into stepping out, but it's far from the car's natural cornering attitude

Above right: C63 S















Far left and left: RS4's

V6 produces a healthy 444bhp, while the AMG's V8 puts out an additional 59bhp; the Merc is 75kg lighter than the Audi too, further strengthening its power-to-weight lead The differences continue inside, the AMG feeling busier, with more buttons and switches to play with (or get confused by) both on the centre console and on the steering wheel. The RS4 is simpler and more intuitive by design, its new MMI central touchscreen being similar to that

of the AMG but also easier to use. Both cars feel high on quality inside, but the RS4 especially so.

Then you fire them up and start to drive them hard, and the AMG's more bombastic personality bursts to the fore, at which point the RS4's overall appeal doesn't so much wane as merely alter in stature within your subconscious. It doesn't cower beside the AMG but no longer does it seem quite so butch, despite being the more muscular of the two visually, what with its He-Man Quattro-esque rear arches and those enormous wheels and tyres contained within.

Beside the Merc the Audi instantly sounds quieter and appears more restrained than it actually is, but only because the exhaust noise the AMG emits dwarfs the RS's by comparison. Same goes for the Audi's straightline performance. In isolation it feels, and indeed is, a seriously rapid car. The 0 to 62mph claims are identical at 4.1sec, yet because the Merc is that much more dramatic in everything it does, subjectively it feels the quicker of the two. It's also just better suited to lapping the likes of the West Circuit, due in part to the RS4's mildly inert on-limit handling characteristics but mainly because the AMG is fundamentally a rear-wheel-drive hot-rod at heart.

On a track such as this, the first thing you do in the AMG is thumb the ESP/traction control button to off (you do the same in the RS4 to be fair, although doing so has far less effect than it does in the Mercedes), then you go hunting for a corner through which you can indulge yourself in the AMG's ability to go sideways seemingly for a hundred yards or more, and at that point the key differences between the two cars become blindingly apparent. Not only is the C63's steering sweeter and more detailed in its feedback, the chassis also feels much better balanced front to rear, side to side, in yaw, under braking or even during acceleration; you name it, in every single dimension the AMG feels more alive and more responsive than the RS4. And it sounds twice as tasty in the process, with a hard-edged growl to its exhaust note that the more refined, quieter RS4 can't compete with. Which begs another question: why does this engine sound so much fruitier in AMGs than it does in Aston Martins when surely it should be the other way round?

Anyway, I digress. Point is, the AMG is unquestionably the more indulgent and is just the better car to drive on a track, and by some margin. However, out on the public road the roles reverse, the RS4's smoother ride and arguably more sophisticated dynamic personality putting the AMG right back in its place. The Audi undoubtedly feels far more suited to the road than it does the track, the AMG's skateboard ride letting it down quite badly beside the RS4, even with both cars' drive programmes set to maximum comfort.

You could therefore argue that the RS4 is the better car for the real world, the world in which the ability to pull gigantic powerslides and to lap circuits faster has no great relevance to anyone, given that these are fast estate cars we're comparing here, not a pair of hypercars or strippedout lightweights. And in most respects you'd be entirely right to think that. But give me the choice and I'd go for the AMG every time, because while its on-road ride isn't great, it isn't that bad, either. And when the time comes to truly let rip in them, it remains in a different league, despite the RS4 being a very good car indeed. In isolation.

Mercedes-AMG C63 S Estate

Engine V8, 3982cc, twinturbo Power 503bhp @ 5500-6250rpm Torque 516lb ft @ 2000-4250rpm Weight 1670kg Powerto-weight 306bhp/ton 0-62mph 4.1sec Top speed 180mph Basic price £75,458 evo rating *****

Audi RS4 Avant

Engine V6, 2894cc, twinturbo Power 444bhp @ 5700-6700rpm Torque 442lb ft @ 1900-5000 Weight 1745kg Powerto-weight 259bhp/ton 0-62mph 4.1sec Top speed 155mph (limited) Basic price £65,700

evo rating ★ ★ ★ ☆



by ADAM TOWLER PHOTOGRAPHY by ASTON PARROTT

MX POWER

British company Rocketeer squeezes 3-litre Jaguar V6s under the bonnets of Mazda MX-5s, with intoxicating results. We drive its latest demonstrator







T'S BEEN QUITE A JOURNEY FOR BRUCE Southey. When **evo** first turned up at his front door to drive his V6-powered Mk1 Mazda MX-5 (issue 237), it was a fledgling proposition built up around his own road car; a project that had begun when he took his wife's identical MX-5 and shoehorned a Jaguar V6 under the bonnet as a birthday

present to her (I know, what a kind-hearted soul...).

Pretty soon Bruce found himself with 25 cash deposits, cementing his conviction that giving the little Mazda the engine it deserved really was a path worth pursuing. Enter then **evo** and our drive in his black car that so charmed us with its raucous spirit, significant power gain and unaffected – maybe even improved – dynamics. While by Bruce's own admission there were a few areas that needed further work, such as the engine's induction system, the potential of this conversion package to provide a cracking little driver's car was blatantly obvious.

Until recently, Bruce's pursuit of his goals was on a parttime basis, while he worked the day job as a design engineer for Ford and, more recently, McLaren. However, redundancy from the Woking firm during its recent troubles has meant Rocketeer is now a full-time occupation, and progress has gathered pace as a result.

All of which explains why I'm heading down to Hungerford to drive Rocketeer's new demonstrator, this time based on the similar but slightly more grown-up Mk2 MX-5, and with a host of changes that I'm told have really moved things on. Rocketeer is now based out of the workshops of Basset Down Balancing, one of those enthralling small British engineering companies that keep the passion for performance cars and racing burning. Everywhere I look there are MX-5s in various states of undress, yet there's also a full race Ford 289 V8 from a proper AC Cobra about to be run up in the dyno room. It's a cool place to be.

Just to recap, the Rocketeer proposition is centred on the fitment of the 3-litre Jaguar 'AJ30' V6 engine, as used in the X-type, the S-type and in early versions of the XF saloon. This engine was a significantly upgraded version of the Ford Duratec V6 and features forged rods along with other modifications to allow it to rev higher and make more power. It's not to be confused with the supercharged 'AJ126' V6, as seen more recently in Jags such as the V6 F-type, which is an AJ-V8 engine with the rear-most pair of cylinders blanked off and smaller bores for the remaining six cylinders, with new heads to fit. Not perhaps the British firm's finest hour in engineering terms, even with the ludicrously over-the-top exhaust note.

The all-aluminium AJ30 is a free-revving motor that's found its way into quite a few racing cars, and it's also light; in fact it weighs less than the iron-block four-cylinder original MX-5 engine, which is one of the key tenets of this conversion. Namely, that you're not adding any more weight into the nose with the larger displacement, far more exotic engine.

Since we last drove a Rocketeer MX-5, every component involved in the conversion has changed, says Bruce. One of the key areas was the induction system and throttles, because Bruce was very keen that everything should fit under the standard bonnet. The car we drove in 2017 suffered from a





Opposite and above: Jaguar V6, now with bespoke carbonfibre plenum, fits snugly under the MX-5's standard bonnet; engines are stripped and rebuilt at Basset Down Balancing; demonstrator features Brembo brake upgrade

restrictive induction set-up, but since then he's designed a completely new carbonfibre induction plenum based on the actual cylinder head flow data that Ford used in designing the engine. A number of different designs were tried in batches before arriving at the final iteration, while the Mazda throttles have been junked for Rocketeer's own design.

The new kit is fitted to an AJ-V6 that has been stripped down, balanced and rebuilt at Basset Down, whether it's from the firm's dwindling supply of 'new old stock' engines or a used example. Second-hand units tend to be in excellent condition, as they've usually been hooked up to a torque converter and spent years gently plodding around in an S-type.

Having originally used an ME442 aftermarket ECU, Rocketeer now fits an MBE set-up as also utilised by Morgan, with a lambda sensor for each bank and much more control. The result is around 260bhp and 240lb ft (the engine gave 240bhp and 221lb ft in an XF), with 80 per cent of the latter available by 3000rpm, delivered via a lighter flywheel and Helix clutch to (in this case) the Mk2 Sport's six-speed manual gearbox. The way you buy a Rocketeer has changed, too, but more of that in a bit: for now I just want to get out and drive.

This Mk2.5 Sport may look fairly unassuming, sitting



Above: MX-5 easily handles the extra power with just a few simple tweaks to the chassis just a little lower on a Fox suspension kit and with a Brembo brake upgrade, but the moment you turn the little ignition key it becomes – amusingly literally – a tiny car with a big heart. *BOOM!* Fire up the V6 and it's like you've been working on the innards of a Dino 246 and someone's shut the engine lid with your head still in there. It's a strident, loud, deliciously melodic note, and will surely provoke some disbelieving double-takes from anyone with even a small knowledge of cars. Moving away is straightforward, and in fact it doesn't take long to realise that in virtually all regards the Rocketeer drives exactly as the original MX-5 did – apart from the acceleration and soundtrack.

Yes, this is now a properly quick car. Given that an 'NB' MX-5 weighs somewhere in the region of 1100kg, with 260bhp the Rocketeer should have a power-to-weight ratio of around 240bhp per ton, putting it somewhere between a current Porsche 718 Boxster and 718 Boxster S. Not that you'll be buying it for outright performance alone, but it's nice to know that it's right on the money in terms of raw speed. The engine's linear delivery encourages you to use all the revs. It's not an instant gratification, 'big hit of torque' type engine, but rather one that you learn to use enthusiastically with all the gears at your disposal.

As for the rest of the car, it really is just as a Mk2 MX-5, which by and large is a very good thing. I've never managed to fit in them, and don't particularly fit in this one, but Rocketeer is working on a new seat installation that lowers the driving position, which should help a great deal. The car feels light and crisp and very agile; perhaps it could do with a little stiffening of the structure by modern standards, but it remains one of the essential and pure driving experiences.

The Rocketeer proposition is now attainable in three ways. You can still buy the conversion in kit form at £5994, or even individually with the V6 costing £4794, the fitting kit £1794

'IT DRIVES EXACTLY AS THE ORIGINAL MX-5 DID – APART FROM THE ACCELERATION AND SOUNDTRACK'

and the electronics package on top (all prices including VAT). Or you can go with a 'turnkey' installation, which on a Mk2 like this one starts at £15,000 including a rebuilt, blueprinted engine. Then there's the 'restomod' option, where Rocketeer will source, strip down, completely restore and rebuild the MX-5 (Mk1 or 2) of your choice, and fit the V6, chassis upgrades, etc. These completed cars start at around £42,000, but this includes new panels where required, not just patch repairs, and we all know how old Mazdas can rust. It also allows you to have any form of colour, trim and performance modifications you can dream of, something Bruce with his design background is only too happy to contribute ideas to.

Would you really spend nearly-new Boxster money on an old MX-5? I think the reason why you might be tempted is betrayed by the massive grin on your face as you thread the Rocketeer down a great B-road, how it demands actual driving at all times, how it feels so useable on any road, the soundtrack, and how you can tailor it exactly to your own tastes – all elements by and large missing from new sports cars. Rocketeer has now sold 100 units, made up from all three options and including a German partner who builds the cars to TUV standard. This is one homegrown project that has already left the launch pad.

Rocketeer MX-5 V6 Engine V6.2976cc Power c260bhp @ 6800rpm Torque c240lb ft @ 4500rpm Weight c1100kg Power-to-weight c240bhp/ton: 0-62mph c5.0sec (est) Top speed n/a Basic price See text Available from rocketeercars.com evo rating *****

Ø V6 MXV PHOTOGRAPHY by ANDY MORGAN

POWER OF M

The 2021 M5 Competition is the latest in a long line of great M-cars. We go for a celebratory drive and recall some of its forebears







THE M5 REMAINS A CAR YOU WILL ALWAYS WANT IN YOUR CORNER'









ID THE 33-YEAR-OLD JOCHEN Neerpasch know what he was starting

when he agreed to lead BMW's new dedicated motorsport division in 1972? A sidearm of a car company that was already well on its way to positioning itself as the preferred alternative to the

rather steadier approach favoured by Audi and Mercedes-Benz, Neerpasch was to grow BMW's motorsport activities to suit the needs of customers who wanted to compete with a BMW on track as well as enjoying them on the road.

It was an exercise that started with the 3.0 CSL, a lightweight, two-door, rear-wheel-drive coupe powered by a 3-litre six-cylinder engine built to meet the homologation requirements of the European Touring Car Championship. Today it embraces a mix of eight coupes and saloons (including the forthcoming M3 and M4 models) and four SUVs, and this takes into account only the UK line-up, which comprises the Competition models; include the regular non-Competition models sold around the globe and the two dozen M-cars on today's product plan is only 11 shy of the total number of employees Neerpasch had working under him during M's early days.

It is even less likely that 40 years ago Neerpasch and his M team could have envisaged that their first properly sporting saloon, the understated E12 M535i, would evolve into a 616bhp, four-wheel-drive supersaloon that's just as capable of reaching not far off the double-ton as it is carrying five passengers and their overnight bags in a level of opulence that wouldn't be out of place in a 7-series. Today's M5 Competition remains the definitive supersaloon, even in a sector that has seen the number of incumbents increase over the last four decades by at least a factor of ten.

Challengers and pretenders to the throne have been more powerful, faster, more accelerative, more luxurious, more exclusive. A few have carried more prestigious names or arrived with closer family ties to sports and supercars. Yet few have come close to matching any generation of M5 in all the key areas that define the breed, and this new M5 Comp is no different. If there is a chink in the M5's armour, it could be that it is such an accomplished all-round package – and one that has stuck steadfastly to its original remit – that it can often be overlooked because its rivals shout louder while the M5 just gets on with it.

There is a great deal for the Bavarian beast to be confident about today. That confidence has been ever-present since the days of the E28, through E34 and E39, and not forgetting the divine madness of the E60's screaming V10. Today's twin-turbocharged V8 formula might have calmed the revs but the M5 remains a car you will always want in your



corner. One that exudes a calm superiority as you approach. It may lack the visual drama of some of its rivals, but then the M5 has never been the extrovert type, preferring the subtle approach of squeezing the hardware required to let it sniff the exhaust of a 911 into the outline of a four-door saloon that is also available as a tax-efficient plug-in hybrid.

On a filthy winter's night, the facelifted M5 Competition (new front bumper, splitter, bonnet and adaptive LED headlamps at the front; new bootlid and lip spoiler, exhaust system and LED lights at the rear) continues to demonstrates M's expertise in creating a saloon car with a level of performance to embarrass a supercar. It starts with its S63 twin-turbocharged 4.4-litre V8, which has a depth and an authenticity to its tone right from start-up: an old-school gentle rumble as those eight cylinders calmly tick over, no shouty start-up procedure, no unnecessary bark from the exhaust to draw attention.

Yet once on the move this V8 certainly knows how to grab your attention. There's a straight-six smoothness to how it builds revs, a crispness to its responses that's a throwback to the days of the M88 motor fitted behind the shark-nose of the E28, and the first incarnation of the S38 six found behind the softer face of the E34. Even at half-throttle and using barely half the revs available to you, today's engine responds with an eagerness that's closer to its junior sibling the M2 coupe than a large-capacity V8 in a saloon car. Above: technology has proliferated in cars like the M5, but it's still true to the original concept It's when it hits its peak that today's M5 demonstrates its power advantage with an expletive-inducing explosion of performance as the pair of turbos spool up. And it keeps on revving, dispelling the myths associated with large-capacity forced-induction engines. Its tone might not reach the demonic high notes of the E60's Formula 1-derived V10, but this 'hot-vee' motor is every bit as keen to rev as the 5-litre, naturally aspirated V8 in the E39-gen car.

There's ample power and torque right across the engine's range, the maximum torque of 553lb ft being available from as low as 1800rpm, resulting in a mind-scrambling level of performance when the mood takes you. Let loose and allowed the freedom to breathe as much air as it needs to burn the 98 RON fuel being injected into its heart, this V8 punches harder and stronger than many give it credit for. Given its head on a circuit, you find yourself arriving at braking points far sooner and carrying much more speed than you perhaps anticipated was possible for a car of this size. And the M5 certainly has grown over the years; four decades of development – largely in safety and technology – have seen the model gain 35cm in wheelbase length, 20cm in width and 572kg in kerb weight.

Size and weight naturally have an effect on dynamics; manufacturers are open about such matters, and M division is no different. The on-its-toes feel of the early six-cylinder



DIAL M FOR MAGIC

IF YOU'RE GOING TO ANNOUNCE TO THE WORLD that you're entering the motorsport arena, what better way to do so than with a homologation special mid-engined sports car designed by one of Italy's highest profile designers, to be built by a bona fide supercar maker? That was the original idea for the M1...

But while the Paul Rosche-developed 273bhp M88 3.5-litre straight-six delivered the performance and Giorgetto Giugiaro's design the wow factor, Lamborghini, who had been contracted to build the sleek coupe around the Giampaolo Dallara-designed chassis, couldn't deliver on its side of the deal so at the 11th hour BMW asked Baur to assemble the 453 cars.

From that point forward, BMW M took on the responsibility of building its own road cars, starting with the E12 M535i, the first recognised series-production M-car. While its powertrain was stock BMW (the 3.5-litre M30 straightsix) its chassis featured M-developed springs and dampers along with unique wheels and aerodynamic bodywork add-ons. There would be one further M535i (the E28) before the first fully fledged M-car, the E28-gen M5, was launched featuring a further development of the M1's straight-six, which also saw service in the M635i coupe (technically the first series production BMW to be badged an M-car, as it was called the M6 in America and Japan).

Initially built at BMW Motorsport Preussenstrasse plant in Munich, in 1986 M5 production moved to Garching, where its successor, the E34 variant would also be built, as a saloon and a very limited run Touring model. For the E39 M5 (5-litre V8, 400bhp) production moved to Dingolfing alongside regular 5-series models and that remains the case today for the twin-turbocharged V8 F10. Even when the E60 M5 saloon and Touring and M6 coupe and cabriolet models gained a V10 engine they were still built alongside regular 5- and 6-series derivatives.

There is one car, of course, that perhaps above all others defines M. An homologation special in the definitive sense, the E30 M3 has earned every bit of its icon status and remains the go-to car in which to experience the purest M-car DNA.

Its five-year production run saw continuous updates and iterations, with incremental increases to engine capacity and performance, chassis tuning and aerodynamic evolution, making trying to select the best E30 M3 a near impossible task. The 2.5 Sport Evo is the pinnacle of the model's development, but many argue for the original, while the Ravaglia edition (or mainland Europe's equivalent Cecotto edition) combines the best of both for some.

Unlike the M5, the 3's evolutionary journey was rapid, with six-cylinder engines used for the E36/ E46 and a V8 for the E90 before the F80 returned with a straight-six, albeit turbocharged. For 2021 six-cylinder turbo power remains, but it also gains four-wheel drive for the first time. The M3 has also donated much of its hardware in previous years to M's more extrovert models in the Z3 and Z4 M coupes and roadsters and the diminutive 1M, all a sideline of the division at its bonkers best.

All 21st century M-cars have turned to turbocharged power, from the pugnacious form of the 1M to the transformation of the M6 into the M8 and the Gran Coupe beyond that. Inevitably BMW's X range, too, has been through the M workshops in recent years; the market for high performance SUVs and the profits they deliver are too hard to ignore. Yet their introduction hasn't distracted Markus Flasch, BMW M's CEO, and his team from focusing on what nearly 50 years of motorsport engineering has taught them. The M2 Competition and M2 CS, the reigning **evo** Car of the Year, are conclusive proof of that.



cars evolved with the first V8 M5, its dynamic envelope broadened to embrace the performance leap that had taken place. And the pattern has been repeated ever since, the engineers honing each chassis to allow maximum exposure to the heightened performance offered with each new generation. Not all of the M5's rivals over the years have been able to pull this off. Where some have delivered precise dynamics with rather blunt instruments of motors, or effervescent motors tied to damp-squib chassis, the M5 can be relied upon to blend the best of both.

Inevitably we've seen the increasing application of driver aids and driving modes, and despite its Competition moniker the latest M5 is no different. In fact, the F90 is the most technologically advanced M5 of all time and sets the template for today's modern family of M-cars. What was once considered *Tomorrow's World* tech is now a default action, each journey starting with a press of a button to adjust steering, damper and throttle maps. 'Sport, comfort, sport' is the **evo** default, pre-set to one of the red, fingertipsized 'M' buttons on the steering wheel.

Additional weight to the steering is just that, something extra to lean against rather than additional feel coming back from the front pair of Pirelli P Zeros wrapped around the 20in wheels. When it comes to ride quality, the 2021 M5 Competition removes a layer of pliancy from the pre-facelift standard car, resulting in some low-speed interference through the cabin that drifts away as you pick up the pace. This is the engineers sacrificing some level of comfort in order to improve body control and tighten the chassis, thus providing a clearer step up from the standard M5 models. While the Comfort setting for the throttle map holds back none of the performance, you want Sport as your default; after all, why pay the extra to have that potent V8 at your disposal if you experience it in its most muted setting?

On smaller roads the M5 is no M2 CS, but then you wouldn't expect the same level of focus. In the M5 you take a more measured approach, with less throttle and calmer inputs through the steering, chassis and brakes to maintain a smoothness to your progress. Where Audi's RS6 needs poking to get a reaction and AMG's E63 always feels like it's straining at the leash, the M5 finds its rhythm early and happily builds upon it with you. It's why, regardless of its switchable four-wheel-drive system and eight-speed automatic gearbox, there are times when the F90 flows with the elegance and precision of an E34.

It's when you dive into the configurable menus that an even richer stream of M5 DNA percolates through today's example. On first acquaintances the switchable four-wheel drive xDrive system seems overly complex for a four-door saloon car designed to cover distances at a serious pace in sublime comfort. But it takes little time for you to start experimenting with it, even if it's primarily to confirm your cynicism for such systems.

And then it doesn't take long for the cynicism to subside. On the road your instincts (and sanity) persuade you that power and torque should still be sent to both axles, but with



-t Prote

THE FOO IS THE MOST TECHNOLOGICALLY ADVANCED M5 OF ALL TIME

٢

YF20 APX



MDM mode engaged, which slackens off the traction and stability systems just enough to add a more textured layer of involvement. Your senses are heightened and the car feels less restricted, still tied down but with the safety straps loosened. It means that 616bhp and 553lb ft of torque isn't the intimidating combination your grey matter tells you it should be, rather it becomes a source of energy to enjoy.

But there's another dimension to the M5 experience. There's always been a sharpness to the F90's steering and dynamics and that's still clearly evident with this latest Competition model, so when you decide it's time to step up to the challenge of a 616bhp rear-drive supersaloon, switching to rear-wheel drive secures a sweeter connection between you and the car.

In the slower corners it's now up to you to manage the power and torque delivery as you take advantage of a front axle that now only has to deal with the task of steering - and a pair of rear tyres that could disappear in a plume of rubber smoke if your right foot goes all out. Yet, regardless of the drivetrain setting, if you're measured and precise this nearfive-metre-long saloon car feels half its size, performing with a confidence that's totally unexpected, especially to those in the rear seats streaming Netflix through the inbuilt entertainment system!

Forty years ago the E12 M535i created a blueprint that resulted in the first M5, powered by the motorsport-derived 3.5-litre six-cylinder engine that had been the heart and soul of BMW's only bona fide supercar, the M1. Since then the M5 has evolved, grown in every measurable way, and while rivals have come, gone and stuck around, the original Bavarian bruiser remains a cult classic. So while its future will undoubtedly involve an element of electrification, if the last four decades have shown us anything it's that the M5 is capable of remaining true to its roots.

BMW M5 Competition

Engine V8, 4395cc, twin-turbo Power 616bhp @ 6000rpm Torque 553lb ft @ 1800-5860rpm Weight 1895kg Power-to-weight 330bhp/ton 0-62mph 3.3sec Top speed 155mph (limited) Basic price £102,325 evo rating $\star \star \star \star \star \star$



IT'S SAID THAT MOTORSPORT IMPROVES THE breed, but really it's consistency in motorsport that's the key. Rolling into a race paddock, blitzing the opposition for a couple of seasons and leaving again provides an instant hit, but it's those who compete week in, week out, year after year that reap the biggest rewards in terms of tin pots on the shelves and a loyal following of customers who want to be part of your success.

Which helps explain why BMW is the most successful manufacturer in not one but two legendary 24-hour races. Since 1965 a BMW has won the Spa 24 Hours a record 24 times and if you drive an hour up the road to the Nürburgring, you'll discover it has also won more twice-aroundthe-clock races on the Nordschleife than any other manufacturer with 20 victories, including in 1998 when a 320d took the chequered flag. Incidentally, Hans-Joachim Stuck, who shared the driving duties that weekend, also won the very first 24 Hours of the Nürburgring, also in a BMW when he and Clemens Schickentanz beat the field



in their 2002 Ti in 1970. Rowe Racing's M6 GTE claimed BMW's 24th victory in 2020.

Twenty-eight European Touring Car Championship titles also belong to BMW, the first coming in 1966 when Herbert Hahne claimed the Division Three crown in his 1800ti, the last in 2004 with Andy Priaulx. The Guernsey-born champion would also win three consecutive World Touring Car championships with BMW (2005-07).

Roberto Ravaglia won the same in 1987. The Ravaglia name will be known by many E30 M3 and wider BMW M aficionados, for the Italian won no fewer than seven motorsport titles with BMW, including the European Touring Car crown to go with his world title, a DTM title and three Italian Touring Car championships. Little wonder they named an M3 after him.

Accompanying Ravaglia's 1989 success, Eric van der Poele won BMW's first DTM title two years previously with an additional three titles following in the new millennium in 2012, '14 and '16, the last two won by Marco Wittmann. Closer to home, Frank Sytner secured BMW's first British Touring Car Championship in a Prodrive-run E30 M3 in 1988 – the M3 is claimed to be the most successful touring car in history – and three more would follow between 1991 and 1993 from Will Hoy (E30 M3), Tim Harvey (E36 318iS) and Smokin' Jo Winkelhock (318i). But it's been since 2016 that BMW has dominated the UK championship with five consecutive champions all driving a 3-series.

Including Formula 1 (Nelson Piquet, 1983), Le Mans (Winkelhock, Pierluigi Martini and Yannick Dalmas, 1999), six Formula 2 titles won with BMW engines between 1973 and 1982, and the Formula BMW single-seater series hosting future F1 world champions (Nico Rosberg and Sebastian Vettel), a series that also nurtured the talent of future Le Mans champions in Andre Lotterer and Earl Bamber, M's success reaches far and wide.

F1 champion Jenson Button cut his teeth with BMW's return to F1 in 2000, and touring and sports car legend Steve Soper was a force to be reckoned with when he slid behind the wheel of any BMW race car (just ask John Cleland!). There was also success off road, with a victory in the world rally championship when Bernard Béguin won the 1987 Tour de Corse rally in his Prodrive-built E30 M3.

Every single victory has either been based on a BMW road car you could buy, or resulted in a piece of technology available in one (V10- engined M5, anyone?). In fact, ever since Fritz Huschke von Hanstein and Walter Bäumer won the 1940 Mille Miglia behind the wheel of a BMW 328 Touring, motorsport has enjoyed an inextricable link with the BMW road cars we enjoy to this day. Left: E30 M3 dominated touring car racing in the 1980s. Below: 3.0 CSL at the Nürburgring in '73. Bottom: V12 LMR takes the chequered flag at Le Mans, 1999





'THE M3 IS CLAIMED TO BE THE MOST SUCCESSFUL TOURING CAR IN HISTORY'

MULTIPLE CHOICE

Just where does the 2021 M5 fit into M division's formidable line-up of sports saloons and coupes? Our handy guide will explain all

ONCE UPON A TIME IT WAS OH SO EASY TO FOLLOW

YC20 JHA

YF20 AOS

a manufacturer's model strategy: there was the small one, the slightly bigger one and the *grand fromage* at the top of the pile. You might get a spin-off or two, but it was generally pretty straightforward. And then the product planners discovered niches and before long convention was thrown out of the window and the high-performance people carrier was born (remember the AMG R63?) and limos were setting lap times. All very strange.

In the world of BMW M, more niches have been avoided than exploited, the focus trained on delivering coupes and saloons that more often than not set the performance benchmark.

Yet even M isn't immune from seemingly stepping on its own toes, and with the arrival of the new M3 and M4 this year, and the continued success of the M2, there are now two very compelling coupes to choose from. Or, depending how you look at it, two very compelling saloons to choose from. And then there's the M5 and the M8 family. The former a single entity, the latter a trio of options offering different ways to enjoy 616bhp. To the layperson such a spread of performance cars with very similar remits invites questions about fishing for the same drivers from a very shallow pool. But in M's case there's actually a clear rationale at work – as we discovered when we convened a family gathering...

M2 COMPETITION & CS

THE HERO If you grew up

worshipping the E30 M3 and long for a modern equivalent today, the M2 is your solution. In Competition – or even better CS – trim, it's pretty much unbeatable for pure driving thrills. Its compact size, powerto-weight and dynamic balance make for one of the most exploitable driver's cars available. The M2's compactness provides a pugnacious look reminiscent of the E30 with its box arches and four-square stance. As with the limited edition 1M of the early noughties, the M2 family has firmly established itself as the 21st century remake of M's original allaction hero, allowing the division to showcase its DNA in its purest form.



THE LEGEND

The M5 has always been at the very core of the M division but today it arguably faces its biggest challenges from within. At its heels is the M3, a model that has evolved and grown into a junior supersaloon. Ahead is the M8, which in Gran Coupé form might be seen as a more exotic interpretation of the M5 formula. Yet the M5 still retains a clear identity. It's more focused than any of the M8s, and while the M3 offers space and grace, it doesn't quite pull off the effortless performance remit as convincingly as the M5. Forty years on, the M5 remains the go-to supersaloon. And if you want a little more edge, this year's new CS edition will provide it.



M3/M4 COMPETITION



THE ICON

Regardless of your feelings towards BMW's new design language, the arrival of a new M3 and M4 is big news in the performance car world. It's the original pace-setter, the sports saloon that all rivals still benchmark against. But its role has evolved. It's matured, it's grown and its performance has increased to levels previously unthinkable for a family saloon (and now an estate car). UK customers won't get a manual gearbox, but rear-wheel drive remains (four-wheel-drive

models will come later). For some the M3 now blends elements of the M5 in its more measured approach, but it will also remain the car on which <u>M is judged</u>. No pressure.

M8 COMPETITION



THE FLAGS HIP It's easy to consider the M8 family as an

M5 reconfigured to whichever of the three body styles you've opted for: two-door coupe or convertible, or four-door Gran Coupé, Having two 616bhp four-wheel-drive, four-door M-cars might look profligate, but the M8 Gran Coupé delivers a different driving proposition to that of an M5. Its softer-edged approach makes it more a four-door GT than a hard-nosed supersalon, yet it retains the level of performance you'd expect. Its two-door coupe relative is equally GT-esque. As driver's cars that straddle the world of mile-eating GTs, both coupe and Gran Coupé still offer a clear point of difference.

M IN THE Modern era

The first shift in what M stood for came in 1998, when the Z3 M Coupé made its debut and left many BMW followers scratching their heads. After all, the Z3 wouldn't be your first choice if you were looking to develop a focused, frontengined, rear-drive, shortwheelbase sports car. And yet the Z3 M turned out to be a brilliant example of what's possible when you let the engineers have free rein.

There was no need to build the Z3 M, no homologation requirements to go racing, no rivals to challenge. It was M having fun. It was also the beginning of M looking at what else it could apply its expertise to within the wider BMW range.

The Z4 M was an obvious successor but market forces saw the first BMW X- car roll into the M workshops for a workout before the first decade of the new millennium was over. In 2000, as a concept car, BMW had fitted a Le Mans-spec V12 into an X5. And then gave it 700bhp, all because it could. Less than a decade later, the X5 M and X6 M were revealed at the New York Auto Show in 2009, the first SUV-based M-cars and the first four-wheel-drive Ms. too.

It would take a full ten years for the X3 and X4 to gain M status. They would also be the first X models to donate an engine to a more conventional M-car, their 3-litre, twin-turbocharged straight-six being shared with the new M3/M4. And, like the saloons and coupes, all four M SUVs have their own distinct characters, which is an achievement in itself considering the purpose they were originally designed for.

In the near-50 years that M has been an entity it has never shied away from breaking new ground or breaking from its own conventions. Not being afraid to experiment and move into new arenas is how the subdivision has survived: change and adapt, because standing still isn't an option and you will only draw the attention of the accountants if you do! It's why M lets you buy an X3 M and an M8 GC and a broad selection in between.

Toyota GR Supra

Our Supra hits the track and squares up to a rival in the form of Audi's TT RS. Which circa-£55k coupe would we choose? Place your bets

VE JUST SUCKERED A GOPRO TO the Supra's nose. Deputy editor Adam Towler is in front of me in the equally yellow Honda Civic Type R Limited Edition that led our Driven section last month, and we're ready to record some high-speed car-to-car video.

Adam exits the pitlane of Bedford Autodrome's West Circuit and heads out onto the cold and lightly moist track in the Cup 2-shod front-wheel-drive hot hatchback. I'm close behind in the 335bhp rear-wheel-drive coupe, progressively putting my foot down in third gear when – snap! – the Toyota's rear wheels are spinning and its back end has bolted sideways. And Towler? Well, he's gone. Aside from helping me to look a bit foolish in front of my colleagues, the Supra has just reconfirmed to me that it may have something of a traction issue. I catch up with Adam (who dharitably slows down to give me a fighting chance), but for the next three laps the Honda surges ahead out of every single bend. When we return to the pitlane, editor Gallagher looks unimpressed and jumps into the Toyota to find out if my excuses wash. Two laps later he's back and considerably more sympathetic. Phew. It's not just me then.

At this point I quickly surmise that the Audi TT RS we've brought along to compare with the Supra might make the better chase car. And indeed it does.

In our time with the GR Supra, regular keeper lan Eveleigh has proclaimed a

PHOTOGRAPHY by MATT HOWELL





p142 Dacia Duster



p144 Porsche 911 Carrera (996)



p146 Audi RS7 Sportback



p148 BMW M340i xDrive



growing affection for it, but while driving (and living with) a car in isolation can allow you to gain a fuller appreciation for it, sometimes you just want to find out how it stacks up against a key rival, and alongside the $\pounds54,340$ Toyota, the $\pounds56,655$ Audi stands out as the other sports coupe whose approach is less focused than that of an Alpine A110 or Porsche Cayman T.

So as I've just discovered, the Supra is a slippery sucker, and one with a shortage of progression and clarity where it counts. The overwhelming glut of torque – the peak of 369lb ft arrives at just 1600rpm – hits the rear differential in a solid lump, then the short wheelbase, inconsistently locking differential and cloudy feedback of the softly calibrated transmission combine to make straddling the limit an uncomfortable experience. Be more of a hooligan and it will do the sideways stuff nicely, but when trying genuinely to pull some neat laps it feels messy and uncoordinated.

The impression is similar on the road, making it a hard car to have faith in when occupying the upper reaches of its dynamic ability, especially as speeds rise. Eveleigh notes that this impression worsened significantly with the arrival of winter, with cold or, worse, damp asphalt significantly reducing the ability of the Michelin Pilot Super Sports to maintain purchase or relinquish their hold in a progressive fashion. But, ultimately, natural and intuitive at-the-limit handling is not the Supra's forte.

The Audi TT RS is a markedly different experience, but then these two small coupes

couldn't be more diverse under the skin, the TT's transverse engine and front-biased all-wheeldrive system being a real counter to the Supra's neoclassical front-engine, rear-drive layout. Despite being a cylinder down, the Audi's 2.5-litre turbocharged in-line five punches much harder too, with a 59bhp advantage and two extra driven wheels to put that power onto the road.

You might be surprised to hear that the TT RS's tail is also quite mobile out on track, but only under braking, and it's something that is instantly neutralised when you get back onto the throttle. Unlike the AMG A45 S and incoming Golf R, the TT RS doesn't have a trick torque-vectoring rear differential; instead it leads with its nose regardless of the conditions. This sets it up perfectly for the car review cliché of



proclaiming the TT to be a safe, secure and slightly understeery experience on a circuit, but it describes its behaviour particularly aptly.

On the road, front-end grip is substantial enough that you rarely see the nose pushing wide, but where you're constantly prodding the Supra to see what it'll do next, the TT can reveal its entire dynamic spectrum within a handful of miles. The Audi is simply a more binary experience, which is not to say it's not capable – if anything its dynamics are arguably more complete than the Supra's – but it follows a very different, more one-dimensional path.

What happens on the confines of a track or favourite back road doesn't represent the entire repertoire of this pair though, and the Audi gains favour when considering these cars as daily drivers. The TT RS is one of few relatively affordable new

'The TT is a markedly different experience; this pair couldn't be more diverse'

sports cars that's totally and utterly dominated by its powertrain. Despite the recent adoption of some particulate filters in the exhaust and a more emissions-friendly calibration to its seven-speed dual-clutch gearbox, the Audi's 394bhp in-line five remains a brilliantly charismatic unit. It needs a moment to get its turbo spinning, but once it's up and running the TT RS feels incredibly rapid, while the soundtrack is a superbly judged combination of induction noise and subtle speaker augmentation.

Admittedly, the transmission has lost its edge – the ignition cut that used to coincide with upshifts has been removed, no doubt for the sake of emissions, so too the propensity to ignite a few drops of unburnt petrol in the exhaust manifold on downshifts. But overall the TT RS's powertrain still delivers in a way that can't help but channel the romantic notion of flying down Finnish dirt roads in a screaming E2, even though you're actually driving around Bedfordshire in a grey TT with a tacky rear wing.

The Supra is not without nostalgia of its own, of course. Aside from its predecessor's starring role in a certain movie series, painted orange with stickers up the side and capable of endless upshifts

FAST FLEET









Left: the TT's interior feels more modern and polished than the Supra's (far left). Below left: the same can be said of how these cars drive, which could sway your decision in either direction

KY20 DEU

for dramatic effect, there are also memories of an engine family that's arguably even more hallowed than the Audi's warbling five-pot. Toyota's iconic JZ, particularly in earlier 1J form, isn't just a bulletproof base for 1000bhp tuners, but even in factory form has an incredible ability to rev into the stratosphere and sound like a miniature exotic while doing so.

On paper, Toyota's deal with BMW to utilise its in-line six-cylinder engine sounded like an opportunity to tap into this heritage, but the reality is somewhat different. The B58 twin-turbocharged 3-litre feels over-digitised, held back in some respects and poorly augmented in others, and its torque curve is too broad, perhaps to benefit other recipients such as BMW's X5 and X7. It just doesn't feel suited to the Supra or its expressive demeanour.

The reality is neither of these sports coupes really hits the mark as a driver's car, but as more rounded everyday propositions they

Ð

GX69 YKH

do offer their own, quite distinct experiences. The Audi is faster, more capable, better built (with a fabulous interior) and has that uncanny ability to rest on the laurels of its superb engine. But it's the Supra that has more to offer. Its snappy handling is a challenge, yet is unerringly entertaining in a self-sabotaging sort of way, and it's all wrapped up in a distinctive, mini-supercar-like package that draws more positive attention than just about anything we've run on the Fast Fleet in recent memory. We like the Supra, fake vents and all.

Jordan Katsianis (@JordanKatsianis)

Date acquired March 2020 Total mileage 11,011 Mileage this month 711 Costs this month ± 0 mpg this month 27.5

'As rounded, everyday propositions they offer their own, quite distinct experiences'

END OF TERM

Dacia Duster

The Fast Fleet's odd one out leaves us with its head held high

NLIKELY LONG-TERM TEST CARS HAVE long been part and parcel of **evo** Fast Fleet folklore. In the early days of the magazine I remember running a Subaru Forester Turbo (complete with Prodrive tweaks) and becoming completely smitten by its combination of plain looks, improbable pace and impressive practicality.

Some years later the magazine ran an early Skoda Yeti, which was another smash hit. Especially after it was fitted with Dunlop Direzza trackday rubber. Lapping the Nordschleife in it with three mates and all our luggage is one of the more amusing things I've ever done.

The Dacia Duster is the latest improbable, yet highly endearing Fast Fleet loaner. Originally secured by editor Gallagher as the real-world foil to his Aston Vantage long-termer, his plan was quickly thwarted when I 'borrowed' the Duster for a week or two and never got round to giving it back.

For some of you it simply won't compute to see

evo running a Dacia of any description. To be honest, were it not a Duster I would take some convincing that a bargain-priced 115bhp diesel-powered 4x4 estate car has any place in a magazine dedicated to The Thrill of Driving. But. Given the magazine has been advocating the 'faster doesn't mean better' perspective for some years now, what better way to put that to the test?

OK, so my heart sank at the colour. Especially when I encountered other Dusters in far classier hues of metallic blue or gunmetal grey, but try-hard ginger and glitzy alloys aside, our Dacia was admirably unpretentious. If you're used to Audis or Mercs then the look and feel of the interior would be a challenge, but much like flying EasyJet instead of BA, or shopping in Aldi rather than Waitrose, when you take a step back you realise all the things you need are there.

Besides, plain doesn't have to mean poor. Points were scored for simple, hard-wearing cloth trim,

intuitive touchscreen infotainment with Apple CarPlay (read this and weep, Aston DBX owners), plus a refreshingly honest approach to affordable everyday motoring. Put it this way, I'd far rather live with a Duster than some average, anonymous, anodyne hatchback.

I never got a chance to try the more potent diesel Duster, nor the petrol-engined model, which is a shame as the 115 DCi powertrain lacked refinement and was a bit hobbled by mismatched gear ratios. First gear should really be labelled as some kind of low ratio, such was its lack of reach. Thankfully some lateral thinking led me to pull away in second, thereby making a bit more sense of the ratios. It also effected an instant, cost-free conversion from annoying six-speed gearbox to more tolerable five-speed complete with dog-leg first.

If the engine/gearbox betrayed humble origins, the chassis had surprising sparkle, with plenty of poise, modest grip and a supple ride. In a funny sort of way the Duster helped me rediscover the joy of roads that had long since been lost to rampant progress in performance. Where top-end hot hatches can dismiss lumpen A and B-roads at three-figure speeds, the Duster could be happily hustled onto its door handles without any sense of recklessness.



FAST FLEET







'In so many ways it was like therapy, each trip providing further opportunity to find fun in not going fast'

Rain or shine, it put a smile on my face and spared me the lingering fizz of speeder's remorse.

I also did plenty of long days pounding the motorways and never found the Duster wanting. It would sit happily at a realistic outside-lane pace, but never generated that stress you get when driving cars that can happily cruise all day at 120mph. In so many ways it was like therapy, each trip providing further opportunity to find fun in not going fast.

My time with the Duster also happened to coincide with moving house. A planned hiatus living in rental meant shipping all our worldly chattels piecemeal from home to storage, with only the largest items reserved for a manic two days in



a rented Luton-bodied Mercedes. With seats folded flat, the Duster proved to be an excellent van, shifting countless boxes and smaller pieces of furniture without complaint or any lasting scuffs on the hard-wearing interior. In those stressful few weeks it became less a car, more a dependable life-saver.

I can't speak for the quality of my local Dacia dealership as I didn't cover enough miles for the Duster to require a service. What I can say is it only needed one modest top-up with oil, averaged 43mpg, hadn't developed any interior rattles or squeaks and drove as well when I handed it back as it did when I first took it home.

Would I have rather run an Audi RS6 or some bigger, ballsier 'premium' SUV? At times, yes, but I'm honest enough to say that most of those moments had more to do with my ego and worrying about what other people might think of me than any shortcomings in the Duster. The longer I lived with it, the less I cared about projecting some kind of high-roller image, and the more I came to enjoy the fact I was once again enjoying driving as I did when I first passed my test.

If you're looking for a humble yet well resolved car that fulfils every aspect of family life, delivers plenty of harmless fun and possesses a genuine element of cult appeal, then you'd find a four-wheeled friend in the Dacia Duster.

Richard Meaden (@DickieMeaden)

Date acquired January 2020 Duration of test 10 months Total test mileage 5581 Overall mpg 43.0 Costs £0 Purchase price £20,355 Value today £14,200



Porsche 911 Carrera (996.2)

A tuning session cures the 996's reluctant running - and returns some impressive figures to boot

KNEW THE 996 WASN'T ENTIRELY HAPPY because the fuel consumption had disappeared through the floor (22mpg average in normal driving). Fitting freer-flowing exhaust back-boxes shouldn't require any additional set-up work, but I'd also added less restrictive cats and a different system design that mixes the gas paths in the centre below the rear valance.

As I mentioned last month, it was also struggling for low-down response and torque, another sign that it was running too rich, even if top-end enthusiasm seemed to have improved. I described the situation to Rob Young at DMS Automotive, who said he'd seen such a problem on 996s many times before, so it was off to Southampton to investigate further.

l've never been up close to a car on a rolling road before, and certainly not my own pride and joy, so when it was strapped down and a giant – and deafening – fan was placed in front of its snout, I felt a little nervous. But I've known Rob for years and trust completely in his abilities and experience.

Rob's first run was merely to see where things

currently stood, not just in terms of the power and torque, but also to see how accurate the lambda sensor data being sent to the ECU was. Satisfied that his own readings (via a probe) matched the car's (a sign of a well-designed exhaust system, apparently – nice one Kline Innovation) it was time to delve deeper.

It would have been nice to know what the car was putting out before the fitment of the exhaust, but I was bursting with pride that after 18 years and 85,000 miles the 996 logged 310bhp and 280lb ft of torque on that first run – that's just 5bhp less and actually 6lb ft more than the claimed factory figures. Admittedly, the graph betrayed the rather limp delivery between 3000 and 4000rpm, but that's what we were there to sort out.

Rob then got busy with the laptop, increasing the ignition advance while seeking to optimise the target lambda, and then did another run on the rollers, then some more keyboard tapping, and then another run, and so on, eventually arriving at an amazing 339bhp and 300lb ft. Such figures put it on a par with the factory X51 Powerkit (341bhp and 274lb ft), which had the benefit of different cams, cylinder head work and revised induction.

I was staggered, and, I must confess, in a state of slight disbelief, but Rob seemed very happy indeed with OCL's health and confident in what had been achieved. The actual 'proof' was the journey home, which is the best drive I've had in my 996 during the four years I've owned it. The mid-range muscle has returned, but the way the power now really takes off, particularly over 4000rpm, is addictive, and it really howls, too (helped slightly by deleting the Heimholtz resonator with a simple kit).

Tellingly, and in spite of not sparing a single horse for the entire slog home, we averaged a frankly baffling 29mpg. Love it.

Adam Towler (@AdamTowler)

Date acquired May 2016 Total mileage 85,447 Mileage this month 251 Costs this month £594 tuning mpg this month 29.0

Porsche 911 Carrera (993)

The weight-saving campaign continues with the fitment of a carbonfibre engine cover

Y GOAL FOR MY 993 HAS ALWAYS BEEN to enhance its abilities and turn it into my ultimate weekend toy. Part of this mission has been to reduce the car's weight in various ways – the recent new wheels being a prime example – but at the same time I've been careful not to go too far and make the car uncomfortable or unusable for long drives. This is why I haven't replaced the rear carpet with a lightweight RS-spec version as it might just tip road noise levels over the edge.

But I'm always looking for new ways to cut weight, and this is how I came across J-Tec Composites and got chatting to owner James Newman.

J-Tec specialises in the production of bespoke carbonfibre body panels, and it makes an engine lid for the 993 that saves 5kg over the OEM steel item. This sounded like a perfect upgrade for me as it should reduce weight at the rear of the car without any comfort disadvantages. Fitting promised to be easy too, as the panel follows the form of the original component exactly.

Newman explained that the panel's various components are built up from multiple layers of dry

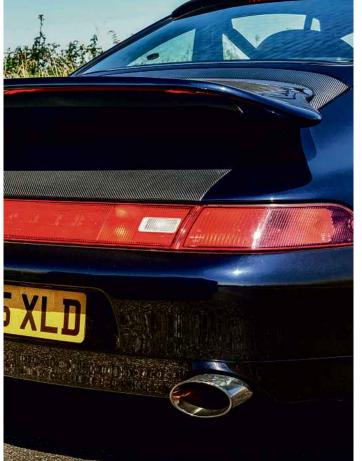
fabric in individual moulds, with additional plies added in critical areas, such as for the hinges and latches, to ensure the strength is appropriate. These layers are then infused with resin, which for the likes of the 993's engine cover is one with a high temperature resistance to ensure the panel can withstand the heat from the engine and sunlight, which combined can see surface temperatures top 80deg C. The parts then undergo a two-stage curing process, before being trimmed and bonded together with epoxy adhesive, then sent to the paint shop for lacquering or painting.

'The carbonfibre weaves looked amazing - lining up perfectly like on a high-end supercar' I had originally thought I would have the engine cover painted in Midnight Blue to match the rest of the car, but when I saw the panel I couldn't believe how amazing the carbon weaves looked – they all lined up perfectly, like you'd see on a high-end supercar – so it seemed a shame not to be able to appreciate the quality of the work.

True to J-Tec's claim, the installation was very straightforward and I managed to remove the old lid and fit the new one in just a couple of hours. All the original cables, hinges and rubbers fitted perfectly and the new panel works with the original gas struts.

I'm really happy with the final look and think the carbon finish goes nicely with the RS Touring wing and dark blue paintwork, giving a hint of motorsport flare and, importantly, saving another 5kg. **Aston Parrott** (@AstonParrott)

Date acquired April 2016 Total mileage 86,411 Mileage this month 45 Costs this month £1200 engine cover mpg this month 28.0







END OF TERM

Audi RS7 Sportback

The big Audi Sport coupe has gone, but it's left a lasting impression

HERE WERE MANY TIMES DURING THE nine months with our RS7 that when you let the (\pounds 650) power-close frameless door shut and sank into its diamond-stitched seat, a much-needed barrier between you and the outside world was formed, a calmness washing over you, secure in the knowledge that, a stage from the Group B era of the World Rally Championship aside, Audi Sport's five-door coupe wasn't going to be phased by anything it might stumble across.

Knowing you had the key to the telephone box red Audi to take you home at the end of a challenging day or a long flight (remember those? Our RS7 arrived when regular trips to the airport were considered normal) rarely led to negotiations to swap into something a little more hardcore. The fastest of the Audi Sport coupes blended its violent performance with restrained sophistication and a chassis that made for not only one of the best driver's cars Audi has produced outside of the R8, but one of the best supersaloons on sale, too. In short, there were more times than not when the RS7 proved itself to be worthy of its place on the **evo** Fast Fleet, even if there were some who would rather it had been an example of its more famous RS6 brother instead.

A number of things conrtibuted to the RS7's great appeal. Its twin-turbocharged V8 lacked for nothing in the horsepower and torque stakes, with 592bhp and 590lb ft respectively. Wound up and let off its leash it could arrive at the horizon far quicker than any car the wrong side of 2000kg had any right to. Yet despite the V8's willingness to rev to the higher echelons of its range, it always felt more natural when you operated around its mid-range, surfing that torque and dipping into the more flamboyant power when required rather than all the time.

A good supersaloon has always managed to deliver its sizeable performance advantage over its more

restrained siblings without drawing unnecessary attention to itself and this was where the RS7 excelled. Its ability to clear slower traffic with such efficiency made the process not only effortless but also safe, your time exposed to danger reduced to the minimum. Add in the ability to run with the exhaust valves closed regardless of the engine mode selected and you could do so in relative silence, too.

Not that a Tango red RS7 blended in. In a more subtle shade it would have been far less overt and shouty, and a better match for the interior, which blended some fine materials with a design and ergonomics that just seemed to work. There was no standout element to why this was, it just did, with a simplicity that felt so natural.

While the seat didn't drop you low in the cabin like those of a Panamera, you did feel you were sitting in rather than on the RS7, which added a great deal to the feeling of connection and isn't always a given today. Only the lacklustre gearshift paddles let the side down. The powertrain responded so well to the driver using manual mode, the shift speeds snappy once you'd dived into the Drive Select software, but the paddles felt like cheap buttons rather than an

FAST FLEET







'It didn't make you work for the rewards or go looking for its ability, it was just always on'

extension to a sophisticated eight-speed gearbox; Audi needs to put a call in to Lamborghini's supplier and order the Huracán's paddles.

It's what's under the RS7's skin that made it capable of stepping out of the shadows of its more famous rivals, though. Our example was equipped with the optional RS Sport Suspension Plus with Dynamic Ride Control and carbon-ceramic brakes, these two adding £11,000 to the car's £97,090 list price, which includes four-wheel steering and a torque-vectoring rear differential as standard.

By ditching the standard air suspension in favour of fixed-rate springs and three-way adjustable dampers interlinked via diagonally opposed oil lines, KR69 FHX was the most dynamically tuned RS7 available. There



was no trade-off in ride quality and the combined chassis tech resulted in a big, fast Audi that was genuinely engaging to drive. It didn't make you work for the rewards or go looking for its ability, either, it was just always on. One minute you could be meandering along a high street, backside being chilled, V8 barely ticking over, the next you were alone on a road you know well and the RS7 was ready for whatever you threw at it. Alert, responsive, light on its 22-inch Pirellis; a car in complete control.

It had an unexpectedly welcome level of body control, it turned in with a keenness that's lacking in the supposedly more dynamic RS4 and 5 models, and its steering, especially in Dynamic mode, reacted exactly as expected with no surprises and none of the numbness and remote feeling of Audis of old. It always felt like a totally resolved car. Until it went on track, that is, where its bulk worked against it, turning a lithe road car into a rather blunt instrument, as we discovered at eCoty last month.

Then again, you wouldn't buy an RS7 as a trackday car. You would, however, buy one if you were looking for a do-everything family performance car. **Stuart Gallagher** (@stuartg917)

Date acquired January 2020 Duration of test 9 months Total test mileage 7798 Overall mpg 23.8 Costs £15 oil Purchase price £138,725 Value today £87,950

FAST FLEET



BMW M340i xDrive Touring

With a little massaging of its driver modes, the M340i can be turned into the car it was intended to be

B EING OF A CERTAIN AGE, THERE IS AN element of Luddism to how I approach technology in cars, particularly stuff that appears to be the answer to questions no one has asked. The M340i has a lot of technology packed within it: driver modes, driving assistance systems and the ability to adjust the radio's volume by twirling your finger, not that this last piece is new technology, just one I have yet to fathom a need for in the four or so years since it first appeared.

The driver modes I get, sometimes even welcome. Default settings allow manufacturers to get their car through emissions tests, while the configurable element provides you with the opportunity to experience the car as the engineers intended it to be before the bureaucrats stepped in. Thankfully the M340i's set-up is easy to tailor if you want to step outside of the pre-configured Eco Pro, Comfort and Sport modes.

Initially you're drawn to Adaptive mode, as it claims to adjust to your driving style without you needing to make the decision on any of the configurables. The reality is that it's hard to detect any changes, which is why I've dived into the Sport Individual settings for when the default Comfort

'In Sport Plus mode the engine has the eagerness a 3-litre turbo six should have'

leaves you wanting. Initially I went for a familiar set-up: Sport for the engine, Comfort for the chassis and Sport for the steering. But the 340i felt like it was still being held back, so Sport Plus for the engine was selected and I haven't felt the need to change it since. It delivers the sharpness and eagerness the on-paper spec suggests a 3-litre turbocharged six-cylinder engine should have, plus it requires more subtlety to how you apply the throttle rather than you simply trying to push the pedal through the bulkhead all the time.

Don't get me wrong, it's no GT2 RS with the traction off and its Cup 2 tyres at sub-zero temps if you do try to bend the throttle pedal, but it does encourage, and at times require, you to be more measured and less lead-footed so as not to wake

the stability systems or unsettle the xDrive fourwheel drive. I've also found that slackening off the stability systems makes for smoother progress, as it allows the car to take on a degree of slip angle before you or the electronics bring it back into line, resulting in a much more linear and progressive approach in the current winter conditions. Leave the systems in full control and they tend to grab the brakes at the earliest opportunity and at times with an unexpected jolt, but leave it to move around and flow with your intended progress and the M340i reveals the dynamic traits BMW has built its reputation on for so long.

The driver assistance technology, on the other hand, is less welcome. Just as it is in every car fitted with such systems. Thankfully, BMWs don't revert to their default settings every time you return to the car, so once you've turned everything labelled 'steering assist' off, you're left with the collision warnings that are designed to prevent one rather than cause one. **Stuart Gallagher** (@stuartg917)

Date acquired October 2020 Total mileage 6531 Mileage this month 1427 Costs this month £0 mpg this month 32.3

LITCHFIELD



"If you want one of the most rewarding and engaging sub-£100,000 sports cars on sale today, buy a Carrera T and send it to Litchfield. It's that good." Autocar 5/10/18



"Nothing less than a revelation" Car Magazine 25/09/18

9/10

"It is a very sympathetic, well integrated and engineered package that does nothing to remove comfort or usability, but plenty to enhance enjoyment." Top Gear 13/10/18

9/10 "The throttle response is astonishing... one of my favourite three cars of the year" @Drivenation_ 5/10/18

PORSCHE UPGRADES & SERVICING

litchfieldmotors.com/porsche +44 (0)1684 216 000

ESSENTIALS

Must-haves for the evo reader and their car



Carparrel

Share your passion for motoring with Carparrel's new Italian Supercar Icons collection. Available on 100% cotton shirts, or as high-quality art prints, there are four designs to choose from, each showcasing the unique design features of Italian automotive machinery. UK orders include free shipping, and if you're an **evo** reader you can get 20% off with the code EVO20.

Visit carparrel.com

CXC Simulations Motion Pro II

A racing simulator for those with serious cash to spend, the CXC Simulations Motion Pro II accurately replicates the thrill of race car driving. Boasting a proprietary full-motion control system, braking feedback, virtual reality and vast choice of cars and tracks. The Motion Pro II starts at \$57,000 (around £44,000).

Visit cxcsimulations.com



Heel Tread Socks

These eye-catching Heel Tread socks are inspired by the world's most iconic cars and racing liveries. The fast-growing collection features quintessential automotive icons ideally suited for true petrol heads. Made in Portugal, Heel Tread socks use seamless knitting to create the highest-quality cotton products.

Visit heeltread.com



Q²M Tire Express

You always want your tyres to be at their best. Gyeon's Q²M Tire Express is the ultimate waterbased tyre and rubber dressing, offering fantastic looks matched with easy application. Use it to restore that 'factory fresh' feel on both wet and dry tyres, and keep them looking great for many more miles to come. Q²M Tire Express is available to buy in 400ml and 1,000ml bottles.

Visit gyeonquartz.com



Joe Macari Performance Cars

Official Ferrari & Maserati aftersales

Performance and classic car sales

Restoration and Classiche services

2015 Ferrari LaFerrari



U.K. Supplied with taxes paid, 1 Owner, Giallo Modena, Full Service History, 475 miles **£2,299,950**

1966 Ferrari 275 GTB/6C



RHD U.K. Supplied, Ultimate specification Longnose Alloy 6 Carb, Classiche Certified, 46,300 miles

POA

2019 Ferrari 812 Superfast



U.K. Supplied, Nero DS over Nero, Highly specified, Extensive carbon fibre options, 1,450 miles **£229,950**



2018 Ford GT



U.K. Supplied, 1 Owner, Liquid Blue Exterior with Lightspeed Interior theme, 475 miles **£699,950**

2015 Dodge Viper TA 2.0



U.K. Registered and compliant, 2 owners from new, 6-Speed manual, 8.4 L N/A V10, 2,360 miles **£119,950**

2017 Aston Martin Zagato



Zagato Volante, U.K. Supplied, 1 of 99, Lightning Silver over Grey, Full Service History, 1,250 miles

£434,950

T: **+44 (0)20 8870 9007** *E*: sales@joemacari.com

1990 Ferrari F40



EU Supplied, Cat Adjust example, Fantastic service history and vast history file, 21,750 miles £949,950

1963 Ferrari 250 GT Lusso



Fully restored, 1 owner for 50 years, Azzuro over Blu, Classiche Certified & matching numbers, 16,630 miles **POA**

2016 Ferrari F12 TDF



U.K. Supplied, 1 Owner, Full Service History, Giallo Modena over Nero Alcantara, Delivery miles **£649,950**

249 - 251 Merton Road, London, SW18 5EB, United Kingdom



"M2 performance with newfound precision and control." - EVO Magazine ★★★★≯

> "It's so much more composed with the springs and dampers combining beautifully to deal with everything that's thrown at them." - BMWCar Magazine ★★★★★

"The result is a car damn near as quick and exciting as the M2 Competition and, whisper it, more balletic on the road." - Autocar $\star \star \star \star \star$



BMW M140i DYNAMICS & PERFORMANCE UPGRADES

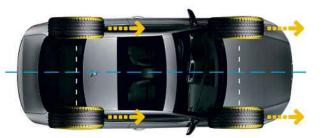
+44 (0) 1753 657 444 sales@birdsauto.com www.birdsauto.com

PERFECT BALANCE GUARANTEED... WITH OUR **ROAD FORCE VARIATION** WHEEL BALANCING

Improper balancing or excessive wheel vibration if left unchecked can result in expensive damage to steering and suspension components and unsafe driving!

We have the solution to resolve these issues by using **Road Force Variation Balancing** which shows exactly how your wheels performs under simulated road conditions. Allowing us to quickly diagnose and eliminate any wheel vibrations, improving your ride and handling.

FOR PERFECTLY BALANCED WHEELS BOOK YOUR CAR IN WITH US TODAY



HUNTER ALIGNMENT

WHEEL Alignment

Problems with your vehicles alignment? our technicians can diagnose and reset your alignment perfectly using the latest Hunter Wheel alignment equipment.



WHEELS & TYRES

Over 5,000 Tyres in stock by all leading brands, available for all makes and models at the best prices! Plus we are the UK stockist for Zito Alloy Wheels.

ATERAL

FORCES



PLUS BRAKES, EXHAUSTS & SUSPENSIONS CALL OR VISIT US ONLINE

CO208 531 2300 thetyreshop.com



2 LOXHAM ROAD · CHINGFORD · LONDON E4 8SE

The Knowledge

RATINGS

 \star = Thrill-free zone $\star\star$ = Tepid $\star\star\star$ = Interesting $\star\star\star\star$ = Seriously good $\star\star\star\star\star$ = 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, T = Driven Too, I = Ignition, 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 gearbox/DCT.

SUPERMINIS / HOT HATCHES

BHP/TON 0-62MPH (cl.AIMED)

175 173 6.7

191 185 5.9 6.3

176 181 5.8 5.7

207 4.8

265 *216* 4.1 5.2

242 201 195 *160* 4.3 3.6

228 126 5.1 7.3 5.2

123 9.0 9.2

169 169 6.5 6.5

208 239

169 179 120

132 233 241 226 158 195 7.9 5.8 5.8 5.7 6.6 5.9

166 178 179 6.8 6.8

193 191 6.1 6.1 6.6 14.9

142 72

143 5.7 4.7

270 3.9

6.7

4.8

4.8

6.4

92

6.7

6.5 9.5

6.7 9.9

7.9 5.7

6.5

6.7 16.8

4.9 12.6

59 14 2

5.9 14.9

8.6 27.6

7.8 5.9 23.2

5.4 124

6.8 17.5

6.8 16.9

12.7 5.6

12.6

6.8 4.7 4.7 5.9 5.6 6.7

6.2 9.2

6.4

7.3

WEIGHT

1035kg

1044kg

997kg*

1360kg

1260kg 159 6.5

1315kg 1420kg

1500kg

1510kg *1395kg*

1520kg

1525kg

1570kg

1400kg

1430kg

1240kg

1240kg

1596kg

722kg

1175kg

975kg

1144kg

1187kg

1187kg

1088kg 184 6.9 7.4 18.4

1088kg

1045kg

1137kg

1433kg

1362kg

1392kg

1547kg

1547kg

1467kg

1467kg

1278kg

1275kg

1041kg

1174kg

1380kg

1333kg

1378kg

1267kg

1233kg

1204kg

1040kg

1400kg

1429kg

1441kg

1386kg 147 7.2

1438kg

1359kg

1340kg 161

1480kg 207

1560kg



OUR CHOICE

(BTNS

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.

LB FT/RPM

184/3000

184/3000

221/4800

236/1500

273/1600

258/2500

295/2000

354/1700

280/1800

343/1625

332/1750

332/1750

229/1400

332/1300

177/1400

203/2000

86/4000

221/3000

97/4250

133/1500

214/1600

214/1600

214/2500

236/2500

112/4050

140/4500

310/3000

265/2000

236/1600

347/2000

347/2000

324/2300

339/2500

229/3500

224/3500

116/4500

119/4500

295/2500

295/2500

295/2500

142/5600

157/6250

145/5900

118/7500

279/1750

279/1750 279/1750

195/1500

195/1500

195/1500

232/2500

295/3000

369/5000

£50.570

4/1991

415/6750

295

184/3000



0-100MPH

15.5

12.5

26.4

D-60MPH TESTED)

6.0

5.4

MAX MPH

BEST OF THE REST

The Toyota GR Yaris (left) is just the kind of performance car we've been praying would get made. The Renault Mégane RS has a strong B-road game, especially with the non-Cup chassis, the Hyundai i30 N is an intriguing and impressive alternative to the usual suspects, and the Ford Fiesta ST remains a characterful, affordable and fun supermini.

EVO BATING

2		
140	+ Spirited engine; still looks great - Favours fun over finesse	*****
140	+ A bundle of fun if you're in the mood for it - Dynamically dated; expensive	*****
143	+ Engineered like a true Abarth product - Expensive for a city car	*****
153	+ Mk1 Focus RS pace without the histrionics - Slightly nose-heavy	*****
155	+ Capable - It's no S1 replacement	*****
155	+ Compliant and engaging chassis; quick, too - Looks dull without options	*****
152	+ Polished 253bhp all-wheel-drive A1 - Just 19 came to the UK, with a Porsche Cayman price	*****
155	+ Less one-dimensional than its predecessor - Breaks little new ground	*****
155	+ Hugely quick point-to-point - Sometimes speed isn't the be-all and end-all	*****
155	+ Lots of grip and one of the best-sounding four-pot turbos - Still a little too clinical	*****
155	+ Addictive five-cylinder noise; monster pace - Chassis not exactly playful	*****
155	+ Strong performance, monster 4WD traction - Engine lacks character	*****
155	+ Quick, with an able chassis and quality cabin - Just not that exciting	*****
155	+ Performance, price, running costs - Dull four-pot soundtrack	*****
155	+ Powertrain, noise, chassis - M235i looks nicer, and has an LSD option	*****
133	+ A proper French hot hatch - Petrolheads might find it too 'designed'	*****
146	+ A faster, feistier DS3 - Not as hardcore as its 'Racing' tag suggests	*****
110	+ Makes terrific use of 85bhp - Feels like it's made from paper	*****
140	+ Steers and handles neatly; tax-friendly - Can't decide if it's a hot hatch or a Prius rival	*****
143	+ All the right ingredients - Undercooked	*****
115	+ About as fun as small cars get - Optional ESP can't be turned off	*****
125	+ Quality chassis makes for a born entertainer - Tall gearing and dull engine can spoil the fun	*****
144	+ Highly talented, with real depth to its character - Can get wrong-footed on bad tarmac	*****
144	+ All the good things about the regular Fiesta ST, but with added composure - How much?!	*****
137	+ Chassis, price, punchy performance - Have you heard of Mountune?	*****
143	+ Massive fun - They only made 400	*****
120	+ Genuinely entertaining supermini - Renault Sport Twingo and Suzuki Swift are even more fun	*****
129	+ Great looks, decent brakes - Disappointing chassis, gutless engine	*****
155	+ A return to form - Lacks the poise and precision of the very best	*****
154	+ Excellent engine - Scrappy when pushed	*****
150	+ Value, performance, integrity - Big engine compromises handling	*****
166	+ Torque-vectoring 4WD brings new sensations to hot hatch sector - Needs to be driven hard	*****
166	+ Front limited-slip differential brings more precise handling - Pricey and still heavy	*****
163	+ Huge performance, highly capable FWD chassis - Body control is occasionally clumsy	*****
165	+ More power and presence than regular Mk2 RS - Pricey	*****
143	+ Some are great - Some are awful (so make sure you drive plenty)	*****
137	+ The ultimate Essex hot hatch- Unmodified ones are rare , and pricey	*****
122	+ Revvy engine, sparkling chassis, bargain used prices - Rusty rear arches	*****
137	+ An affordable exotic - Corroding rear arches	*****
168	+ Wildly exciting, with improved refinement - Looks remain challenging for some	*****
168	+ Terrifically capable, blisteringly quick, still practical - Only 20 are coming to the UK	*****
167	+ Great on smooth roads - Can be punishing on less-than-smooth roads	*****
146	+ Looks great, VTEC more accessible - Steering lacks feel, inert balance	*****
155	+ Fantastic on road and track - Only 20 were made, and they're a tad pricey	*****
146	+ Potent and great value - Duff steering	*****
135	+ Sublime early incarnation of the Type R recipe - Good ones are thin on the ground	*****
155	+ Very close to the Performance version on abilitybut not that far away on price	*****
155	+ A brilliant, thoroughly developed hot hatch - Imagine if it was lighter too	*****
155	+ As above, but with a fractionally more mature ride and soundtrack - As above	*****
143	+ Feels like a detuned i30 N - Lacks personality	*****
140	+ Flexible engine, handsome shooting brake body - It's warm rather than hot	*****
150	+ Fun and appealing package - Soft-edged compared to rivals	*****
137	+ One of the finest cars ever built - Demands love, LHD only	*****
155	+ A formidable A-to-B device - Some front-drive rivals are more fun	*****
167	+ A 21st-century reincarnation of late-'90s imprezas and Evos - It costs £50k	*****

	MAKE & MODEL	ISSUE NO.	PRICE (or years on sy	engine Cyl/CC	BHP/RPM
	Abarth 595 Competizione	256 T	£21,985	4/1368	178/5500
	Abarth 595 Esseesse	264 D	£25,295	4/1368	178/5500
	Abarth 695 Biposto	205 F	'14-'18	4/1369	187/5500
	Alfa Romeo 147 GTA	187F	'03-'06	6/3179	247/6200
	Audi A1 40 TFSI	256 D	£24,470	4/1984	197/6000
	Audi S1	246 F	'14-'18	4/1984	228/6000
	Audi Al quattro	264 F	'13	4/1984	253/6000
	Audi S3 Sportback	279 D	£38,475	4/1984	306/5450
	Audi RS3 Sportback	256 F	£46,285	5/2480	394/5850
	Audi S3	188 F	'13-'20	4/1984	296/5500
	Audi RS3 Sportback	221 F	'15-'16	5/2480	362/5500
	BMW M135i xDrive	271 F	£36.430	4/1998	302/5000
	BMW M235i xDrive Gran Coupé	274 D	£37,595	4/1998	302/5000
	BMW 125i M Sport	176 D	'12-'18	4/1997	221/5200
	BMW M135i	212 F	'12-'15	6/2979	321/5800
	Citroën DS3 1.6 THP	142 F	'10-'15	4/1598	154/6000
	Citroën DS3 Racing	153 D	'11-'12	4/1598	204/6000
	Citroën AX GT	195 F	'87-'92	4/1360	85/6400
	Cupra Leon e-Hybrid	280 D	£34,495	4/1395	242
	DS 3 Performance	222 D	'16-'18	4/1598	205/6000
	Fiat Panda 100HP	273 F	'06-'11	4/1368	99/6000
	Ford Fiesta ST-Line 140	251 F	£18,440	3/998	138/6000
	Ford Fiesta ST	259 F	£20,700	3/1497	197/6000
	Ford Fiesta ST Performance Edition	269 F	£26,495	3/1497	197/6000
	Ford Fiesta ST	207F	'13-'17	4/1596	197/5700
	Ford Fiesta ST200	253 F	76	4/1596	212/6000
	Ford Fiesta Zetec S	123 D	'08-'13	4/1596	118/6000
	Ford Fiesta ST	075 D	05-'08	4/1999	148/6000
	Ford Focus ST (Mk4)	267 F	£31.995	4/2261	276/5500
	Ford Focus ST (Mk3)	207 F	15-18	4/1999	247/5500
	Ford Focus ST (Mk2)	119 F	'05-'10	5/2522	222/6000
	Ford Focus RS (Mk3)	246 F	15-18	4/2261	345/6000
	Ford Focus RS Edition (Mk3)	246 D	18 18	4/2261	345/6000
	Ford Focus RS (Mk2)	195 F	'09-'11	5/2522	300/6500
	Ford Focus RS500 (Mk2)	256 F	'10-'11	5/2522	345/6000
	Ford Focus RS (Mk1)	207 F	'02-'03	4/1998	212/5500
	Ford Escort RS Cosworth	271 F	'92-'96	4/1993	224/6250
	Ford Puma 1.7	095 F	97-'02	4/1679	123/6300
	Ford Racing Puma	262 F	'00-'01	4/1679	153/7000
	Honda Civic Type R (FK8)	281 F	£32,820	4/1996	316/6500
0	Honda Civic Type R Limited Edition (FK8)	281 D	£39,995	4/1996	316/6500
	Honda Civic Type R (FK2)	227F	15-17	4/1996	306/6500
	Honda Civic Type R (FN2)	102 F	'07-'11	4/1998	198/7800
	Honda Civic Type R Mugen (FN2)	248 F	'09-'11	4/1998	237/8300
	Honda Civic Type R (EP3)	258 F	'01-'05	4/1998	197/7400
	Honda Civic Type R (EK9)	210 F	'97-'00	4/1595	182/8200
	Hyundai i30 N	'19-'20	£25,995	4/1998	247/6000
	Hyundai i30 N Performance	267 F	£29,495	4/1998	271/6000
	Hyundai i 30 Fastback N Performance	269 F	£29,995	4/1998	271/6000
	Kia Ceed GT	267 F	£25,850	4/1591	201/6000
	Kia ProCeed GT	259 D	£28,135	4/1591	201/6000
	Kia Proceed GT	217D	13-118	4/1591	201/6000
	Lancia Delta HF Integrale Evoluzione II	271 F	'93-'94	4/1995	212/5750
	Mercedes-AMG A35	267 F	£35.970	4/1991	302/5800

Mercedes-AMG A45 S

MAKE & MODEL	ISSUE NO.	PRICE (or years on sale)	ENGINE Cyl/CC	BHP/RPM	LB FT/RPM	WEIGHT	BHP/TON	0-62MPH (cl.Aimed)	0-60MPH (TESTED)	0-100MPH (TESTED)	MAX MPH	EVO RATING	
Mercedes-AMG A45	221F	'15-'18	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)	254 T	£17,635	3/1499	134/4500	162/1250	1085kg	125	7.9	-	-	130	+ Driving a slow car fast - Driving a car with Union Jack tail lights	***
Mini Cooper S (F56)	268 F	£20,925	4/1998	189/4700	221/1250	1195kg	161	6.8	-	-	146	+ Feels darty and alive at moderate speeds - Loses its composure when you push harder	***
Mini John Cooper Works (F56)	211 F	£25,950	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 GP (F56)	280 F	£33,895	4/1998	302/1750	332/1750	1255kg	244	5.2	-	-	164	+ Street-fighter looks, illustrious predecessors - Better at style than it is substance	***
Mini John Cooper Works Challenge (F56)	237F	'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 '06 '14	4/1598	120/6000	118/4250	1075kg	113	9.1 7.0		-	126	+ Brilliant ride and composure; could be all the Mini you need - You'll still buy the 'S'	***
Mini Cooper S (R56) Mini John Cooper Works (R56)	149 F 184 F	'06-'14 '08-'14	4/1598 4/1598	181/5500 208/6000	177/1600 206/2000	1140kg	161 182	6.9	7.0 7.2	- 16.7	142 148	+ Like the Cooper, but with added shove - Google 'Mini death rattle'	***
Mini John Cooper Works (R56) Mini John Cooper Works GP (R56)	231 F	'13-'14	4/1598	208/0000	206/2000	1160kg 1160kg	188	6.3	-	-	140	+ A seriously rapid Mini - Occasionally just a little unruly + Brazenly hyperactive - Too much for some roads and some tastes	***
Mini John Cooper Works Gr (K50) Mini John Cooper Works Coupé (R58)	2517 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)	077F	02-'06	4/1598	168/6000	155/4000	1140kg	143	7.2	7.8	19.9	135	+ Strong performance, quality feel - Over-long gearing	***
Mini Cooper S Works GP (R53)	262 F	'06	4/1598	215/7100	184/4600	1090kg	200	6.5	-	-	149	+ Storming engine, agility - Almost too mannered for a road racer	***
Nissan Juke Nismo RS	208 D	'15-'17	4/1618	215/6000	206/3600	1315kg	166	7.0	-	-	137	+ Quirky character and bold styling - Not a match for a pukka hot hatch	***
Peugeot 106 Rallye (Series 2)	273 F	'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	254 F	'15-'18	4/1598	205/6000	221/3000	1160kg	180	6.5	-	-	143	+ A brilliantly focused small hatch - 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 by Peugeot Sport	245 F	£30,745	4/1598	256/6000	251/2100	1205kg	224	6.0	6.0	13.8	155	+ A great entertainer with a cracker of an engine - Tiny steering wheel obsures the dials	***
Peugeot 306 GTi 6	020 F	'93-'01	4/1998	167/6500	142/5500	1214kg	140	7.9	7.2	20.1	140	+ One of the great GTIs - They don't make them like this any more	***
Peugeot 306 Rallye	095 F	'98-'99	4/1998	167/6500	142/5500	1163kg	146	7.8	6.9	19.2	137	+ Essentially a GTi 6 for less dosh - Limited choice of colours	***
Renault Twingo GT	248 F	'16-'19	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	'13-'18	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	'16-'18	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 'em like this 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	262 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 - Only 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	048F	'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	255 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	277 F	'03-'05	6/2946	251/7150	221/4650	1400kg	182	5.8	-	-	153	+ 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 (280)	267 F	£28,695	4/1798	276/6000	288/2400	1407kg	199	5.8	6.3	14.6	158	+ Outrageous grip and agility - Cup chassis option doesn't do its composure any favours	***
Renault Mégane RS Trophy	267 F	£32,695	4/1798	296/6000	295/2400	1419kg	212	5.7	-	-	162	+ An RS with knobs on - Unforgiving ride can make it feel ill at ease on trickier roads	***
Renault Mégane RS Trophy-R	280 F	£51,455	4/1798	296/6000	295/2400	1306kg	230	5.4	-	-	163	+ An absolute beast on track - Too much of a beast on the road	***
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 chassispartially 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 F1 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	276 F	'08-'09	4/1998	227/5500	229/3000	1220kg	189	6.0	5.8	15.1	147	+ A true hot hatch great - Two seats, plastic rear windows	***
SEAT Ibiza Cupra	225 F	'16-'18	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 290	267 F	£31,150	4/1984	286/5400	280/1950	1356kg	214	6.0	-	-	155	 Agile, transparent and easily exploited - Can feel rather plain 	**
SEAT Leon Cupra R	244 D	'18	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	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 rivals; only 24 came to the UK	***
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 you 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 (Mk4)	281 D	£29,815	4/1984	242/5000	273/1600	1445kg	170	6.7	-	-	155	+ A capable Q-car for the masses - Engine lacks character	**
Skoda Octavia vRS (Mk3)	187 D	'13-'17	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 245 (Mk3)	250 F	'17-'20	4/1984	242/5000	258/1600	1370kg	179	6.6	-	-	155	+ A credible, entertaining performer - You won't get out of bed at 4am to drive it	**
Suzuki Swift Sport (Mk3)	267 F	£17,249	4/1373	138/5500	170/2500	975kg	144	8.1	7.6	20.1	130	+ Composed and brisk - Adjustability and character have been diluted	**
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	**
uzuki 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	**
oyota GR Yaris	281 F	£29,995	3/1618	257/6500	265/3000	1280kg	204	5.5	-	-	142	+ A proper homologation special - More Subaru Impreza than Mitsubishi Evo	**
oyota Yaris GRMN	254 F	'18	4/1798	209/6800	184/5000	1135kg	187	6.3	-	-	143	+ Appealingly feisty supercharged supermini - Artificial steering; they only made 400	**
/auxhall Corsa GSi	254 D	'18-'19	4/1364	148/5000	162/2750	1278kg	129	8.9	-	-	129	+ Grippy and eager - Older than time itself, and feels it	**
auxhall Corsa VXR	211 F	'14-'18	4/1598	202/5800	206/1900	1278kg	161	6.8	-	-	143	+ Begs to be wrung out - You'll need the £2400 Performance Pack	**
auxhall 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	**
auxhall Corsa VXR Nürburgring/Clubsport	164 F	'11-'13/'14	4/1598	202/5750	206/2250	1166kg	176	6.8	-	-	143	+ VXR gets more power and a limited-slip diff - But they come at a price	**
auxhall Astra/GTC VXR (Mk2)	207F	12-18	4/1998	276/5500	295/2500	1475kg	190	6.0	-	-	155	+ Loony turbo pace - Lacks the Renault Sport Mégane's precision	**
auxhall 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	**
olkswagen Up GTI	273 F	£16,320	3/999	113/5000	147/2000	995kg	115	8.8	-	-	122	+ Infectious appetite for fun - City car roots are still there	**
olkswagen 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	**
olkswagen Polo GTI	244 D	£22,005	4/1984	197/4400	236/1500	1272kg	157	6.7	-	-	147	+ Decent performance; mature ride and handling - Lacks driver involvement	÷*
olkswagen Polo GTI	211F	'15-'17	4/1798	189/4200	236/1450	1197kg	160	6.7	_	-	146	+ Smooth and brawny - Fiesta ST is more engaging	÷÷
olkswagen Polo GTI	154 F	10-14	4/1390	178/6200	184/2000	1184kg	153	7.4	-	-	140	+ Modern-day Mk1 Golf GTI gets twin-clutch DSG - It's a little bit bland	÷÷
olkswagen Golf GTI (Mk8)	279 D	£33,460	4/1984	242/5000	273/1600	1354kg	182	6.4	-	-	155	+ An alluring blend of the best GTI ingredients - The competition is stiffer than ever	÷÷
olkswagen Golf GTI (Mk75)	233D	17-'18	4/1984	227/4700	258/1500	1289kg	179	6.4	-	-	155	+ Still the most capable all-round hot hatch - Should be more thrilling	**
olkswagen Golf GTI Performance (Mk7.5)	235 <i>D</i> 245 F	£32,985	4/1984	242/5000	273/1600	1209kg 1312kg	187	6.2	- 6.5	- 14.6	155	+ A GTI with an extra 15bhp and an LSD - Could still be more thrilling	**
olkswagen Golf GTI TCR (Mk7.5)	245 F 267 F	£32,985 £37,665	4/1984	242/5000			206	0.2 5.6	-	-+-0	155	+ Quicker than a regular GTI - It's no Clubsport S	
					280/1950	1410kg			-	-			**
olkswagen Golf R (Mk7.5)	267 F	£36,180	4/1984	296/5500	295/2000	1450kg	207	4.7	4.5	11.6	155	+ Outrageous yet accessible performance - Proper excitement is sometimes elusive	**
olkswagen Golf GTD (Mk7)	200 D	'13-'17	4/1968	181/3500	280/1750	1302kg	141	7.5	-	-	143	+ Pace, fuel economy, sounds good for a diesel - Lacks the extra edge of the GTI	**
folkswagen Golf GTE (Mk7)	236 F	'15-'17	4/1395	201	258	1524kg	134	7.6	-	-	138	+ The most enjoyable plug-in hybrid in its price range - Golf GTI still quicker and more fun	**
folkswagen Golf GTI (Mk7)	236 F	'13-'17	4/1984	217/4500	258/1500	1276kg	173	6.5	-	-	153	+ Brilliantly resolved - Lacks the punch of newer rivals	**
olkswagen Golf GTI Clubsport Edition 40 (Mk7)	230 D	'16-'17	4/1984	286/5350	280/1700	1300kg	224	6.3	-	-	155	+ A faster, sharper, more entertaning GTI - Some rivals are more exciting on track	**
/olkswagen Golf GTI Clubsport S (Mk7)	280 F	'16	4/1984	306/5800	280/1850	1285kg	242	5.8	5.8	12.8	165	+ Runner-up at evo Car of the Year 2016 - Only 400 were built	**
/olkswagen Golf R (Mk7)	220 F	'14-'17	4/1984 4/1984	296/5500 207/5300	280/1800 207/1700	1401kg 1318kg	215 160	5.1	5.2	12.4	155	+ A VW 'R' model you can take seriously - Mégane 275 just edges it as a pure driver's car	**
/olkswagen Golf GTI (Mk6)	172 F	'09-'13					-10(1	6.9	6.4	16.5	148	+ Still a very accomplished hot hatch - 207bhp isn't a lot any more	**

MAKE & MODEL	ISSUE NO.	PRICE (or years on sale)	ENGINE CYL/CC	BHP/RPM	LB FT/RPM	WEIGHT	BHP/ TON	0-62MPH (cl.MMED)	0-60MPH (TESTED)	0-100MPH (TESTED)	MAX MPH	E
Volkswagen Golf GTI (Mk5)	259 F	'04-'09	4/1984	197/5100	207/1800	1336kg	150	7.3	6.7	17.9	146	+
Volkswagen Golf R32 (Mk5)	087F	'06-'09	6/3189	246/6300	236/2500	1466kg	170	6.5	5.8	15.2	155	+
Volkswagen Golf R32 (Mk4)	053 F	'02-'04	6/3189	237/6250	236/2800	1477kg	163	6.6	б.4	16.3	154	+
Volkswagen Golf GTI 16v (Mk2)	195 F	'88-'92	4/1781	139/6100	123/4600	960kg	147	7.9	-	-	129	+
Volkswagen Golf GTI (Mk1, 1.8)	224 F	'82-'84	4/1781	112/5800	109/3500	860kg	132	8.2	-	-	114	+

evo rating

5	+ Character and ability; the GTI's return to form - Lacking firepower?	*****
5	+ 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	*****

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

The Jaguar XE SV Project 8 delivers unapologetic supersaloon thrills aplenty – just be sure to order a Touring Edition. If you have a preference for German metal, consider the rampant Mercedes-AMG E63 S (saloon or estate) or BMW M5, or the Audi RS6 Avant. In the class below, try the Mercedes-AMG C63 S.

Alfa Romeo Giulia 2.0 Turbo Super Alfa Romeo Giulia Veloce	234 D 244 F	£33,595 £39,875	4/1995 4/1995	197/5000 276/5250	243/1750 295/2250	1429kg 1429kg	140 196	6.6 5.7	-	-	146 149	+ +
Alfa Romeo Giulia Veloce Alfa Romeo Giulia Quadrifoglio	278 F	£67,195	6/2891	503/6500	442/2500	1620kg	315	3.9	_	-	191	+
Alfa Romeo Stelvio Speciale AWD	234 D	£43,705	4/1995	276/5250	295/1750	1660kg	169	5.7	_	-	143	+ /
Alfa Romeo Stelvio Quadrifoglio	244 D	£71,880	6/2891	503/6500	442/2500	1830kg	279	3.8	-	-	176	+
Alpina B3 Touring	281 D	£67,950	6/2993	456/5500	516/2500	1865kg	248	3.9	-	-	186	+ /
Aston Martin Rapide	141 F	'10-'13	12/5935	470/6000	443/5000	1990kg	240	5.3	-	-	188	+
Aston Martin Rapide S	201 D	'13-'19	12/5935	552/6650	465/5500	1990kg	282	4.4	-	-	203	+ (
Aston Martin Rapide AMR	261 D	£194,950	12/5935	595/6650	465/5500	1990kg	304	4.4	-	-	205	+
Aston Martin DBX	277 D	£161,500	8/3982	542/6500	516/2200	2245kg	245	4.5	-	-	181	+ [
A <i>udi S3 Saloon</i> Audi RS3 Saloon	<i>192 D</i> 243 F	'13-'20 £47,310	<i>4/1984</i> 5/2480	306/5500 394/5850	<i>280/1800</i> 354/1700	1430kg	<i>210</i> 264	5.3 4.1	- 3.6	- 8.8	<i>155</i> 155	+ (+)
Audi S4 Avant (B9, diesel)	243 F 266 D	£49,425	6/2967	394/3850	516/2500	1515kg 1825kg	190	4.1	5.0	0.0 -	155	+
Audi S4 (B9, petrol)	225 D	17-'19	6/2995	349/5400	369/1370	1630kg	218	4.7	_	-	155	+
Audi RS4 Avant (B9)	246 F	18	6/2894	444/5700	442/1900	1790kg	252	4.1	-	-	155	+
Audi RS4 Avant (B8)	216 F	'12-'15	8/4163	444/8250	317/4000	1795kg	251	4.7	4.5	10.5	174	+
Audi RS4 (B7)	250 F	'05-'08	8/4163	414/7800	317/5500	1650kg	255	4.7	4.5	10.5	155	+
Audi RS4 (B5)	192 F	'00-'02	6/2671	375/6100	325/2500	1620kg	236	4.9	4.8	12.1	170	+
Audi RS2	214 F	'94-'95	5/2226	315/6500	302/3000	1595kg	201	4.8	4.8	13.1	162	+.
Nudi S5 Sportback	233 D	'17-'19	6/2995	349/5400	369/1370	1660kg	214	4.7	-	-	155	+
Audi RS5 Sportback	264 D	£69,525	6/2894	444/5700	442/1900	1720kg	262	3.9	-	-	155	+
udi S6 Avant (C8)	263 D	£63,315	6/2967	344/3850	516/2500	2020kg	173	5.1	-	-	155	+ [
udi RS6 Avant (C8)	272 F	£92,790	8/3996	592/6000	590/2050	2075kg	290 <i>290</i>	3.6 <i>3.9</i>	-	-	155 <i>155</i>	+
udi RS6 Avant (C7) udi RS6 Avant Porformanco (C7)	203 F 224 D	'13-'18 '15-'19	8/3993 8/3993	552/5700	516/1750	1935kg	290 311	3.9 3.7	3.6	<i>8.2</i>	155 155	+ +
udi RS6 Avant Performance (C7) udi RS6 Avant (C6)	224 D 116 F	15-19 '08-'10	8/3993 10/4991	597/6100 572/6250	553/2500 479/1500	1950kg 1985kg	311 293	3.7 4.5	- 4.3	- 9.7	155 155	++++
Audi RS6 Avant (C6) Audi RS6 Avant (C5)	258 F	'02-'04	8/4172	444/5700	413/1950	1985кg 1865kg	293	4.5 4.6	4.3	9.7 11.6	155	+
udi RS7 Sportback	268 D	£98,590	8/3996	592/6000	590/2050	2065kg	291	3.6	-	-	155	+
Audi S8 Plus	217D	'16-'19	8/3993	597/6100	553/2500	1990kg	305	3.8	-	-	155	+
udi SQ2	261 D	£37,395	4/1984	296/5300	295/2000	1510kg	199	4.7	-	-	155	+
entley Flying Spur	272 D	£168,300	12/5950	626/6000	664/1350	2437kg	261	3.8	-	-	207	+
entley Flying Spur V8	200 D	'14-'19	8/3993	500/6000	487/1700	2417kg	210	5.2	-	-	183	+
entley Flying Spur V8 S	230 D	'16-'19	8/3993	521/6000	502/1700	2417kg	219	4.9	-		190	+
entley Flying Spur	185 D	'13-'18	12/5998	616/6000	590/1600	2475kg	253	4.6	-	-	199	+
entley Bentayga V8	247 D	£136,900	8/3996	542/6000	568/1960	2388kg	231	4.5	-	-	180	+
entley Bentayga	217 D	£162,700	12/5950	600/5000	664/1350	2440kg	250	4.1	-	-	187	+ 5
entley Mulsanne Speed	279 F	'14-'20	8/6752	530/4000	811/1750	2685kg	201	4.9	-	-	190	+
MW 320d xDrive M Sport (G20)	262 D 257 D	£40,585	4/1995	187/4000 254/5000	295/1750	1540kg	123	6.9	-	-	145	+ [
MW 330i M Sport (G20) MW M340i xDrive	257 D 270 D	£40,385 £49,845	4/1998 6/2998	369/5500	295/1550 369/1850	1470kg	176 225	5.8 4.4	-	-	155 155	+ + \
MW M3401XD11Ve	266 F	14-20	6/2979	425/5500	406/1850	1670kg <i>1560kg</i>	277	4.4	4.1	8.6	155	+
BMW M3 Competition Package (F80)	237F	'16-'19	6/2979	444/7000	406/1850	1560kg	289	4.2	-	-	155	+
MW M3 CS (F80)	250 D	'18-'19	6/2979	454/6250	442/4000	1585kg	291	3.9	-	-	174	+
BMW M3 (E90)	123 F	'08-'11	8/3999	414/8300	295/3900	1605kg	262	4.9	4.9	10.7	165	+
BMW M3 CRT (E90)	179 F	'11-'12	8/4361	444/8300	324/3750	1580kg	285	4.4	-	-	180	+.
3MW M5 (F90)	244 F	'17-'20	8/4395	592/5600	553/1800	1855kg	324	3.4	-	-	155	+
MW M5 Competition (F90)	258 F	£102,325	8/4395	616/6000	553/1800	1865kg	336	3.3	-	-	155	+
BMW M5 (F10)	208 F	'11-'16	8/4395	552/6000	501/1500	1870kg	300	4.4	-	-	155	+
MW M5 (E60)	129 F	'04-'10	10/4999	500/7750	384/6100	1755kg	289	4.7	-	-	155	+
3MW M5 (E39)	268 F	'98-'03	8/4941	394/6600	369/3800	1795kg	223	5.3	4.9	11.5	155	+
MW M5 (E34) MM/ M5 (E39)	110 F	'88-'95 '84-'88	6/3795	335/6900	295/4750	1725kg	197 200	5.8	4.9 -	13.6 -	155	+++
MW M5 (E28) MW M6 Gran Coupé	258 F 190 D	84-88 '13-'18	6/3453 8/4395	282/6500 552/6000	251/4500 501/1500	1431kg 1875kg	200	6.1 4.2	-	-	156 155	+++
MW M760Li xDrive	233 D	£141,750	12/6592	602/5500	590/1550	2180kg	299	4.2 3.7	-	-	155	+
BMW X5 M50d	191 D	£74,395	6/2993	376/4000	546/2000	2100kg	174	5.7	-	-	155	+
BMW X7 xDrive30d M Sport	262 D	£76,765	6/2993	261/4000	457/2000	2370kg	112	7.0	-	-	141	+
ord Ranger Raptor	263 D	£49,449	4/1996	210/3750	369/1750	2510kg	85	10.5	-	-	106	+
Honda Accord Type R	012 F	'98-'03	4/2157	209/7200	158/6700	1306kg	163	7.2	6.1	17.4	142	+
aguar XE D180 AWD	227 D	£36,755	4/1999	178/4000	317/1750	1685kg	107	8.4	-	-	132	+
aguar XE P300 AWD	262 D	£41,005	4/1997	296/5500	295/1500	1690kg	178	5.7	-	-	155	+
aguar XE SV Project 8	269 F	£149,995	8/5000	592/6500	516/3500	1745kg	345	3.7	3.5	7.8	200	+
aguar XF Sportbrake R-Sport 300PS AWD	260 D	£49,090	4/1997	296/5500	295/1500	1763kg	171	6.0	-	-	155	+
aguar XF S Diesel 300PS RWD	219 D	£53,485	6/2993	296/4000	516/2000	1796kg	167	6.4	-	-	155	+
laguar XFR	181 D	'09-'15	8/5000	503/6000	461/2500	1800kg	284	4.7	4.8	10.2	155	+
laguar XFR-S	208 F	'13-'15 '14 '17	8/5000	542/6500	501/2500	1800kg	306	4.6	-	-	186	+
laguar XJR	191 D 251 T	'14-'17 '17-'18	8/5000	542/6500	502/2500	1875kg	294 307	4.6		-	174 186	+
<i>laguar XJR575</i> Iaguar E-Pace P300	251 T 243 D	17-18 £45,575	<i>8/5000</i> 4/1998	567/6250 296/5500	<i>516/3500</i> 295/1200	<i>1875kg</i> 1894kg	159	4.4 6.4	-	-	186	++
laguar F-Pace S	243 D 222 D	±43,373 '16-'18	4/1998 6/2995	375/6500	332/4500	1894kg	202	0.4 5.5	-	-	155	++
Jaguar F-Pace SVR	262 D	£75,375	8/5000	542/6000	501/2500	1995kg	202	4.3	-	-	176	+
Jaguar I-Pace HSE	251 D	£74,395	-	394	513	2208kg	181	4.8	_	-	124	+

+ Keen engine, enjoyable handling - Firm low-speed ride	*****
+ Supple and satisfying - Engine reluctant to rev	****
+ If Ferrari built a saloon (really) - Lacks the final polish of German rivals	*****
+ Agile feel, quick steering, attractive cabin - Engine not truly inspiring	*****
 + Rivals the Macan GTS - Needs optional P Zero Corsa tyres to give its very best + A richer, smoother drive than an M-car - Little different to an M340i at low speeds 	*****
+ Better than its DB9 sibling - More of a 2+2 than a proper four-seater	***** *****
+ Oozes star quality; gearbox on 2015MY cars a big improvement - It's cosy in the back	*****
+ Powertrain, performance, personality - When it goes off sale, so does Aston's 5.9 V12	*****
+ Drives nothing like an SUV - Still heavy and thirsty like an SUV	*****
+ On paper a match for the original S4 - In reality much less interesting	*****
+ Mini RS4 looks; stonking pace - Not the most involving driving experience	*****
+ Effortless performance, well-judged chassis - Diesel power won't be to everyone's taste	
+ Strong response and delivery - Chassis feels softer than before	*****
+ Very 'real world' fast - Some may feel it lacks character and drama + Looks and sounds the part, thunderously fast - Unnatural steering, dull dynamics	***** *****
+ 414bhp at 7800rpm! And there's an estate version too - Busy under braking	*****
+ Effortless pace - Not the last word in agility; bends wheel rims	*****
+ Storming performance (thanks to Porsche) - Try finding one	*****
+ More capable than you think; strong V6 engine - Gearbox frustrating in auto mode	*****
+ High-speed composure - Flat-footed on more technical roads	★★★ ★☆
+ Diesel suits the S6 ethos - Poor low-end engine response	*****
+ Power, poise, build - Needs Dynamic Ride Control suspension to be at its best	*****
+ Performance, foolproof powertrain, beefy looks - Feels a bit one-dimensional	*****
+ The extra power is no hassle for the chassis - But it is a stern test of your self-control + Was the world's most powerful estate - Power isn't everything	★★★★☆ ★★★★☆
+ The ultimate estate car? - Numb steering	*****
+ Surprisingly agile and involving - Sometimes feels its weight	*****
+ Fantastic drivetrain, quality and refinement - Dynamic Steering feels artificial	*****
+ Nothing - Everything	*****
+ The best limo for those who enjoy driving - Needs to lose a few hundred kilos	*****
+ Effortless performance with real top-end kick - Determinedly unsporting	*****
+ Old-school approach to comfort and luxury - Old-school tech	*****
+ For those who still want their Flying Spur with a W12 - Car feels its weight; engine sounds dull	*****
+ The pick of the Bentayga range - A top-end Range Rover is still more polished + Sublime quality, ridiculous pace - Inert driving experience, SUV stigma	****** *****
+ The last Bentley with the 'six-and-three-quarter' - We won't see its kind again	*****
+ Brilliant mix of performance and economy - Lacks a degree of dynamic finesse	*****
+ Feels like a 3-series once more - Harsh and unsettled ride	*****
+ Very fast and refined - Limited driver appeal	*****
+ Looks, performance, practicality - Body control on rough roads; engine lacks character	*****
+ The car the F80 M3 should have been from the start - Less refined at low speeds	*****
 Improved chassis and mid-range urge - Cost over £20k more than an M3 Comp Pack Every bit as good as the E92 M3 coupe - No carbon roof 	*****
+ Saloon chassis + weight savings + GTS engine = best E90 M3 - Just 67 were made	*****
+ Fun in two- or four-wheel drive - Insufficient steering connection and engine character	*****
+ Incredible performance, sharper handling - It's still a big old bus	*****
+ Twin-turbocharging suits M5 well - Can feel heavy at times	*****
+ Close to being the ultimate supersaloon - SMG gearbox feels old-tech	*****
+ Magnificent V8-engined supersaloon - We'd be nitpicking	*****
+ The Godfather of supersaloons - The family can come too	*****
+ The original storming saloon - Understated looks	*****
 + Enormous performance, stylish looks - Looks overpriced next to rivals, M5 included + More capable than you'd think; strong engine - Too much of a limo to be genuinely exciting 	*****
+ Straight-line pace - Driving experience identical to standard X5, despite the M badge	*****
+ Spacious; quick enough - Its 'face' will make your kids cry	****
+ A hoot off-road - More appropriate in Baja than Bristol	*****
+ One of the finest front-drivers of all time - Convincing your friends of that	****
+ Talented chassis gets more traction - Shame the engine isn't as polished	*****
+ Fluent handling; 4WD grip and security - Auto 'box saps sportiness	*****
+ Beautifully controlled and amazingly agile - They're only making 15 in Touring spec	*****
+ Precise, involving dynamics, unexpected performance - It's only got four cylinders	*****
+ Great chassis, good looks, and it's got six cylinders - It's a diesel + Brilliant blend of pace and refinement - Doesn't sound as special as it is	★★★★☆ ★★★★☆
+ XF turned up to 12 - Tyres aren't cheap	*****
+ Hot-rod vibe, fine cabin - Opinion-dividing looks	*****
+ Big performance, genuine sporting spirit - Unfashionable package; depreciation	****
+ Decent grip and balance - Dreary engine; heavier than a V6 F-Pace	*****
+ A match for Porsche's SUVs - Supercharged V6 needs to be worked hard	*****
+ A great candidate for SVO's attentions - It's still an SUV	*****
+ Impressive chassis and point-to-point pace - Range anxiety and hefty kerb weight	*****

MAKE & MODEL	ISSUE NO.	PRICE (or years on sale)	ENGINE Cyl/CC	BHP/RPM	LB FT/RPM	WEIGHT	BHP/ TON	0-62MPH (cl.AIMED)	0-60MPH (TESTED)	O-100MPH (tested)	MAX MPH	evo rating	
Kia Stinger GT-Line 2.0	247 D	'18-'20	4/1998	244/6200	260/1400	1642kg	151	5.8	_	-	149	+ Out-Jaguars Jaguar's XE and XF - Except in the looks department	*****
Kia Stinger GT-Line 2.2 CRDi	251 T	'18-'20	4/1999	197/3800	324/1750	1735kg	115	7.3	-	-	143	+ Smooth daily driver with a decent interior - Frustrating auto 'box, heavy kerb weight	*****
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	*****
Land Rover Defender 110 (P400) Lamborghini Urus	273 F 249 F	£79,655 £159,925	6/2996 8/3996	394/5500 641/6000	406/2000 627/2250	2388kg 2200kg	168 296	6.4 3.6	-	-	129 190	+ A great off-roader - If off-roading is your thing + A freakish manipulator of physics - But also rather one-dimensional	***** *****
Lexus ISF	151 F	07-12	8/4969	417/6600	372/5200	1714kg	290	5.2	4.7	10.9	173	+ Shockingly good Lexus - The M3's available as a four-door too	*****
Lotus Carlton	258 F	'90-'93	6/3615	377/5200	419/4200	1658kg	231	5.4	4.8	10.6	177	+ The Millennium Falcon of saloon cars - Every drive is a work-out	*****
Maserati Ghibli	186 D	£57,015	6/2979	345/5000	406/1750	1810kg	194	5.5	-	-	166	+ Bursting with character; good value compared to Quattroporte - It's still a big car	*****
Maserati Quattroporte S Maserati Quattroporte GTS	184 D 226 D	'13-'18 '16-'18	6/2979 8/3798	404/5500 523/6800	406/1750 479/2250	1860kg	221 280	5.1 4.7	-	-	177 193	+ Tempting alternative to V8 - Feel-free steering, ride lacks decorum	****** *****
Maserati Quattroporte S	137F	'08-'12	8/4691	425/7000	361/4750	1900kg 1990kg	200	4.7 5.4	5.1	- 12.1	195	+ Still pretty - Off the pace dynamically + A OP 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 supersaloons - Slightly wooden brakes, unforgiving ride	*****
Maserati Levante Diesel	221 D	'16-'20	6/2897	271/4000	442/2000	2205kg	125	6.9	-	-	143	+ Impressive blend of ride and handling - Performance is mild for a Maserati	*****
Mercedes-AMG A35 Saloon Mercedes-AMG CLA45 S Coupé	271 F 273 D	£37,755 £51,010	4/1991 4/1991	302/5800 415/6750	295/3000 369/5000	1495kg 1600kg	205 264	4.8 4.0	-	-	155 167	+ Fun when you want it to be, secure when the heavens open - Others are even more fun + Speed, ability and involvement - CLA35 offers a similar experience for less outlay	***** *****
Mercedes-AMG CLA45 S Coupe Mercedes-AMG CLA45 S Shooting Brake	278 D	£52,010	4/1991	415/6750	369/5000	1630kg	259	4.0	-	-	155	+ Same stellar performance and involvement as the A45 - See above	*****
Mercedes-AMG C43 Estate	228 D	£49,995	6/2996	362/5500	383/2000	1660kg	222	4.7	-	-	155	+ Incredibly fast and composed - Difficult to engage with	*****
Mercedes-AMG C63 Saloon (W205)	209D	'15-'20	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 (S205) Mercedes-AMG C63 S Saloon (W205)	216 F 258 T	'15-20 £74,258	<i>8/3982</i> 8/3982	469/5500 503/5500	479/1750 516/1750	<i>1710kg</i> 1655kg	<i>279</i> 309	4.2 4.0	-	-	<i>155</i> 155	+ Much more fun than it looks - Gearbox dim-witted at low speeds + Tremendous twin-turbo V8 power - Not quite as focused as an M division car	*****
Mercedes-AMG C63 S State (\$205) Mercedes-AMG C63 S Estate (\$205)	252 D	£75,458	8/3982	503/5500	516/2000	1750kg	292	4.0	-	-	174	+ One of the finest all-round compact performance cars - Baffling array of driver settings	*****
Mercedes-Benz C63 AMG (W204)	151 F	'08-'14	8/6208	451/6800	442/5000	1655kg	277	4.5	4.4	9.7	155	+ Monstrous pace and extremely engaging - Same-era M3 is just a little better	*****
Mercedes-Benz C55 AMG (W203)	088 F	'04-'08	8/5439	367/5250	376/4000	1635kg	228	5.2	-	-	155	+ Furiously fast, commendably discreet - Overshadowed by M3 and RS4	*****
Mercedes-Benz 190E 2.5-16 Mercedes-Benz E400d 4Matic Estate (S213)	185 F 260 D	' <i>89-'92</i> £55,140	4/2498 6/2925	204/6750 335/3600	177/5500 516/1200	<i>1300kg</i> 1920kg	159 177	7.5 5.1	-	-	<i>146</i> 155	+ M-B's M3 alternative - Not as nimble as the Beemer + A properly quick diesel estate - Steady image, size	★★★★☆ ★★★★☆
Mercedes-AMG E63 (W213)	200 D	18-'20	8/3982	563/5750	553/2250	1920kg 1875kg	305	3.5	-	-	155	+ More rounded than the E63 S - Could be a little too discreet for some tastes	*****
Mercedes-AMG E63 S (W213)	258 F	£96,525	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-AMG E63 S Estate (S213)	272 F	£98,525	8/3982	604/5750	627/2500	1995kg	308	3.5	-	-	155	+ As above - It's even heavier than the saloon, and five metres long	*****
Mercedes-AMG GT63 4-Door Coupé Mercedes-AMG GT63 S 4-Door Coupé	274 F 269 F	' <i>19-'20</i> £138,815	<i>8/3982</i> 8/3982	<i>577/5500</i> 630/5500	<i>590/2500</i> 664/2500	<i>2025kg</i> 2045kg	<i>290</i> 313	3.4 3.2	-	-	<i>193</i> 196	+ Does the same as the S for less - Takes up plenty of road + Agile and immensely quick - Lacks the coupe GT's drama	*****
Mercedes-AMG GT05 S 4-D001 Coupe Mercedes-Benz E63 AMG (W212)	187D	13-16	8/5461	549/5500	531/1750	2043kg 1770kg	315	3.z 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 '06 '00	8/6208	518/6800	465/5200	1765kg	298	4.5	-	-	155	+ Indulgent chassis, brilliant engine - Steering still vague	*****
Mercedes-Benz E63 AMG (W211) Mercedes-Benz E55 AMG	096 D 052 F	'06-'09 '03-'06	8/6208 8/5439	507/6800 469/6100	465/5200 516/2650	1765kg 1760kg	292 271	4.5 4.7	- 4.8	- 10.2	155 155	+ Brilliant engine, indulgent chassis - Vague steering, speed limits + M5-humbling grunt, cosseting ride - Speed limits	***** *****
Mercedes-AMG S63 L	246 D	£129,495	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	247 D	£76,600	6/2999	451/6100	567/1800	1905kg	302	4.5	-	-	155	+ Impressive chassis and hybrid powertrain - Four-wheel drive 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-AMG GLC63 S Coupé Mercedes-AMG GLE63 S	253 D 218 D	£85,495 £108,638	8/3982 8/5461	503/5500 577/5500	516/1750 560/1750	1945kg 2270kg	263 258	3.8 4.2	-	-	174 155	+ Unquestionable performance - Lacks adjustability and engagement + Stonking pace, extreme refinement - Feels remote	*****
Mercedes-AMG GLE63 S Coupé	213 D	£118,105	8/5461	577/5500	560/1750	2275kg	258	4.2	-	-	155	+ Subtler than an X6 M - More force than finesse	*****
Mercedes-AMG G63	250 D	£146,490	8/3982	577/6000	627/2500	2485kg	236	4.5	-	-	137	+ Vastly improved chassis, fabulous engine - Dynamic ability still limited	*****
Mercedes-Benz G63 AMG	172 D	'12-'18	8/5461	537/5500	560/2000	2475kg	220	5.4	-	-	130 155	+ Epic soundtrack - Ancient chassis	*****
Mitsubishi Evo X FQ-300 SST Mitsubishi Evo X FQ-330 SST	118 F 134 F	'08-'14 '08-'14	4/1998 4/1998	290/6500 324/6500	300/3500 322/3500	1590kg 1590kg	185 207	4.5 4.4	5.2 -	13.9 -	155 155	+ First Evo with a twin-clutch transmission - Not as exciting as its predecessors + 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 everabout X grand too much when new	*****
Mitsubishi Evo IX FQ-340	088 F	'05-'08 '05-'00	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 Mitsubishi Evo VIII	181 F 055 F	'05-'08 '03-'05	4/1997 4/1997	366/6887 276/6500	363/3200 289/3500	1400kg 1410kg	266 199	4.0 5.1	-	-	157 157	+ Well-executed engine upgrades - Prison food + The Evo grows up - Brakes need beefing up	*****
Mitsubishi Evo VIII MR FQ-300	057F	'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	271F	'00-'01	4/1997	276/6500	275/2750	1365kg	205	4.6	-	-	150	+ Our favourite Evo- Subtle it is not	*****
Polestar 2 Porsche Taycan Turbo S	280 D 267 D	£46,900 £138,830	-	402 750	487 774	2048kg 2295kg	199 332	4.7 2.8	-	-	127 161	+ A credible Tesla alternative - Avoid the super-hard-riding Performance upgrade + Straight-line oomph will leave you in awe - Inadequate EV infrastructure	****** *****
Porsche Panamera 4S Diesel	232 D	'17-'20	8/3956	416/3500	627/1000	2050kg	206	4.3	-	-	177	+ Sharp chassis, impressive tech - Performance doesn't meet expectations	*****
Porsche Panamera GTS	279 D	£107,180	8/3996	473/6500	457/1800	2040kg	236	3.9	-	-	181	+ The most engaging Panamera - Still a heavy old thing	*****
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 - Still very heavy	*****
Porsche Panamera Turbo Sport Turismo Porsche Panamera Turbo S E-Hybrid Sport T.	239 D 272 D	£118,828 £142,280	8/3996 8/3996	542/5750 671	568/1960 627	2035kg 2325kg	271 293	3.8 3.4	-	-	188 192	+ Looks great; drives better than its weight would suggest - Not exactly a load-lugger + Shows some Stuttgart magic in the corners - It weighs 2.3 tons!	***** *****
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	137F	'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		590/2250	1995kg	276	3.8	-	-	190	+ Pace, excellent ergonomics - Steering feel, ride	*****
Porsche Macan Porsche Macan S	259 D 257 T	£47,060 £49,420	4/1984 6/2997	242/5000 349/5400	273/1600 354/1360	1795kg 1865kg	137 190	6.7 5.3	-	-	139 157	+ Lighter engine makes for sharper handling - The Golf R Estate + Great for an SUV - Every positive still needs to be suffixed with 'for an SUV'	***** *****
Porsche Macan GTS	231 T	16-18	6/2997	355/6000	369/1650	1895kg	190	5.2	-	-	159	+ Handles like an SUV shouldn't - Still looks like an SUV	*****
Porsche Cayenne S (Mk3)	253 T	£72,080	6/2894	434/5700	406/1800	2020kg	218	5.2	-	-	164	+ Impressive surface-coated brake tech - We'd rather have it on a sports car	*****
Porsche Cayenne Turbo (Mk3)	243 D	£104,490	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 Turbo Coupé	263 D	£108,070 75-77	8/3996	542/5750	568/2000	2200kg	250 <i>209</i>	3.9 <i>5.2</i>	-	-	177 163	+ As good to drive as the non-coupe Cayenne - Swoopier roof adds thousands to the price + The driver's Cayennebut why would a driver want an SUV?	***** *****
Porsche Cayenne GTS (Mk2, V6) Porsche Cayenne GTS (Mk2, V8)	211 D 173 D	12-17	6/3604 8/4806	434/6000 414/6500	442/1600 380/3500	2110kg 2085kg	209	5.7	-	-	162	+ The university and the best SUV of its era - At two tons, it's still no sports car	*****
Porsche Cayenne Turbo (Mk2)	212 D	10-17	8/4806		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		590/2500	2235kg	255	4.1	-	-	176	+ More power and torque than a Zonda S 7.3 - In an SUV	*****
Range Rover Evoque P250	261 D	£38,050	6/2995	246/5500	269/1300	1818kg	137	7.0	-	-	143	+ As good on road as it is off - Engines still a long way short of being competitive	*****
Range Rover Velar P380 Range Rover Velar SVAutobiography Dynamic	239 D 264 D	'17-'20 '19-'20	6/2995 8/4999	375/6500 542/6000	332/3500 501/2500	1884kg 2085kg	202 264	5.7 4.5	-	-	155 170	+ A more advanced, opulent alternative to an F-Pace - Its weight ultimately limits its agility + Quick, luxurious - An F-Pace SVR is cheaper	★★★★☆ ★★★☆☆
Range Rover Veral SvAdoblography Dynamic Range Rover Sport V8 Supercharged	186 D	13-19	8/5000		460/2500	2335kg	219	5.0	-	-	155	+ Deceptively quick and capable sports SUV - It's still got a weight problem	*****
Range Rover Sport SVR	260 D	£101,850	8/5000		516/3500	2302kg	250	4.5	-	-	176	+ Loud and proud - More blunderbuss than Exocet	*****
Range Rover SVAutobiography Dynamic	250 T	£144,265	8/4367	557/5000	516/3500	2497kg	227	5.4	-	-	155	+ Monsters big journeys - Is a monster on the weighing scales	*****
Rolls-Royce Ghost	280 D	£249,600	12/6749	563/5000	627/1600	2490kg	230	4.8	-	-	155	+ Unrivalled luxury and refinement - Still better to be driven in than to drive	*****
Rolls-Royce Phantom SEAT Leon Cupra R ST Abt	054 F 271 F	'03-'17 '19-'20	12/6749 4/1984	453/5350 345/5300	531/3500 324/2000	2560kg c1482kg	180 c237	5.7 4.7	-	-	149 163	+ Rolls reinvented for the 21st century - The roads are barely big enough + Raw nature and rocketship pace - Not at the cutting edge of its class	***** *****
Skoda Kodiag vRS	258 T	£45,740	4/1968	236/4000	369/1750	1838kg	130	7.0	-	-	137	+ Looks good, performs well, practical - Doesn't quite justify the vRS badge	*****
Subaru WRX STI S209	272 F	'20	4/2457	341/6400	330/3600	1580kg	219	4.9	-	-	162	+ That old Impreza magic is alive and well - Only 209 were built, and only for America	*****
Subaru WRX STI	253 F	'14-'18	4/2457	296/6000	300/4000	1534kg	196	5.2	-	-	158	+ Still has its moments - Something of an anachronism	*****
Subaru Impreza STI ('Hawkeye') Subaru Impreza WRX STI PPP ('Blobeye')	090 F 073 F	'05-'07 '03-'05	4/2457 4/1994	276/6000 300/6000	289/4000 299/4000	1495kg 1470kg	188 207	5.3 5.4	- 5.2	- 12.9	158 148	+ Stunning to drive - Not so stunning to look at + A Subaru with real edge - Bit too edgy in the wet	***** *****
Subaru Impreza Turbo ('Classic')	073F 011F	'93-'00	4/1994	215/5600	299/4000	1470kg 1235kg	177	5.4 5.8	5.2 5.4	12.9 14.6	148	+ A Subaru With real edge - Bit too edgy in the wet + Destined for classic status - Thirsty	*****
Subaru Impreza RB5	187F	'99	4/1994	237/6000	258/3500	1235kg	195	6.1	5.0	14.1	144	+ Perfect blend of poise and power-Limited numbers	****
Subaru Impreza P1	259 F	'00-'01	4/1994	276/6500	260/4000	1283kg	219	4.7	4.9	13.3	150	+ One of our favourite Imprezas - Doesn't come cheap	****

Showroom Knowledge



CONVERSIONS | PARTS | REMAPPING



01280 700 700 INFO@BBRGTI.COM WWW.BBRGTI.COM



HARNESS THE PERFORMANCE OF YOUR PORSCHE

with the only specialist in the UK to have official Manthey-Racing equipment and training.









01296 663 824 rpmtechnik.co.uk © Tring, Herts

***** ***** ***** *****

MAKE & MODEL	ISSUE NO.	PRICE (OR TEARS ON SALE)	ENGINE CYL/CC	BHP/RPM	LB FT/RPM	WEIGHT	BHP/TON	0-62 MPH (CLAMED)	0-60MPH (TESTED)	0-100MPH (TESTED)	MAX MPH	evo rating
Subaru Impreza 22B STI	188 F	'98-'99	4/2212	276/6000	268/3200	1270kg	220	5.3	5.0	13.1	150	+ The ultimate Impreza - Prices reflect this
Tesla Model 3 Performance	263 F	£56,490	-	444	471	1847kg	244	3.5	-	-	145	+ Quicker round a track than an M3 - Lap times aren't everything
Tesla Model S P100D	235 F	'17-'19	-	595	713	2108kg	287	2.4	2.9	7.7	155	+ Killer RWYB performance - Elon Musk
Vauxhall Insignia Grand Sport GSi BiTurbo D	246 D	'18-'20	4/1956	207/4000	354/1500	1772kg	145	7.3	-	-	145	+ Fine ride, strong real-world pace - Doesn't feel different enough from non-GSi Insignias
Vauxhall Insignia VXR SuperSport	189 D	'13-'17	6/2792	321/5250	321/5250	1825kg	179	5.6	-	-	170	+ A 170mph Vauxhall - Should be a more engaging steer
Vauxhall VXR8 GTS	215 D	'15-'17	8/6162	576/6150	546/3850	1834kg	319	4.2	-	-	155	+ Monster engine; engaging driving experience - Woeful interior
Vauxhall VXR8 GTS-R	272 F	'17	8/6162	587/6150	546/3850	1880kg	317	4.2	-	-	155	+ Blistering performance; bursting with character - The end of an era

ROADSTERS / 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 amongst many already-very-sweet Elises.



BEST OF THE REST

The **Porsche 718 Spyder** (left) is essentially a drop-top Cayman GT4, while the **718 Boxster GTS 4.0** is essentially a cut-price 718 Spyder. The **Aston Martin Vantage Roadster** bests the 911 Cabriolet for character, while the **Caterham Seven** remains an exemplar of sports car purity whatever the model.

Abarth 124 Spider	256 F	'16-'19	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	'15-'19	4/1742	237/6000	258/2200	940kg*	256	4.5	-	-	160	+ Stunningly beautiful; better steering than coupe version - Still has the coupe's other foibles	*****
Alfa Romeo 8C Spider	161 F	'09-'11	8/4691	450/7000	354/4750	1675kg	273	4.4	-	-	181	+ Beauty meets beast. They hit it off - Boot is useless for touring	*****
Ariel Atom 4	273 F	£39,975	4/1996	320/6500	310/3000	595kg	546		-	-	162	+ Sensory overload - Turbo engine lacks the old supercharged unit's frantic soundtrack	*****
Ariel Atom 3 245	248 F	'18-'12	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	'13-'18	4/1998	310/8400	169/7200	550kg	573	2.7	-	-	155	+ As mad as ever - Rain	*****
Ariel Atom 3.5R	255 F	'14-'18	4/1998	350/8400	243/6100	550kg	647	2.6	-	-	155	+ Remarkable balance, poise and pace - Pricey	*****
Ariel Nomad	248 F	£33,000	4/2354	235/7200	221/4300	670kg*	365	3.4		-	134	+ Off-road capabilities make for a super plaything - No Bluetooth	*****
Ariel Nomad R	278 F	£77,400	4/1998	335/7200	243/4300	c700kg	c486		_	-	134	+ Intriguing and effective mash-up of track car and off-roader - They're only making five	*****
Aston Martin Vantage Roadster	279 D	£126,950	8/3982	503/6000	505/2000	1628kg*	314	3.8			190	+ Builds on the already excellent coupe's attributes - Interior design lags behind exterior	*****
Aston Martin V8 Vantage Roadster (4.7)	130 F	120,930	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 Roadster	161 F	'11-'17	8/4735	430/7300	361/5000	1690kg	258	4.0		-	189	+ Sounds amazing, looks even better - Still not the best drop-top in its class	*****
Aston Martin V12 Vantage Roadster	175 F	'12-'14	12/5935		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-'17	12/5935		457/5750	1745kg	329	4.1	-	-	201	+ A brilliant two-seat roadster let down by a frustrating automated manual gearbox	
Aston Martin DB11 Volante	258 T	£159,900	8/3982		498/2000	1795kg	285	4.1	-	-	187	+ Impressively wide range of dynamic personalities - Cabin could be better at this price	*****
Audi TT Roadster 45 TFSI quattro (Mk3)	259 D	£37,005	4/1984	242/5000	273/1600	1455kg	169	5.5	-	-	155	+ Competent and stylish - Chunky weight dulls the performance	*****
Audi TTS Roadster (Mk3)	207 D	£46,360	4/1984	302/5400	295/2000	1495kg	205	4.8	-	-	155	+ Highly capable - Most will want more than 'capable'	*****
Audi TT RS Roadster (Mk3)	250 T	£55,655	5/2480	394/5850	354/1700	1530kg	262	3.9	-	-	155	+ Terrific engine is the best thing about it	*****
Audi R8 V8 Spyder	186 D	'11-'15	8/4163	424/7900	317/6000	1660kg	259	4.8	-	-	187	+ More delicate and subtle than the V10 - The V10 sounds even better	*****
BAC Mono	189 F	£165,125	4/2261	305/7700	206/6000	580kg*	534	2.8	-	-	170	+ The most single-minded track car available - That means no passengers	*****
BMW Z4 sDrive20i	261 D	£36,990	4/1988	194/4500	236/1450	1405kg	140	6.6	-	-	149	+ Keen engine, communicative chassis - Could handle more power	*****
BMW Z4 M40i	256 D	£49,050	6/2998	335/5000	369/1600	1535kg	222	4.6	-	-	155	+ Inherent agility and ability - Undemanding and unengaging	*****
BMW Z4 sDrive 35i M Sport (Mk2)	186 D	'13-'17	6/2979		295/1300	1505kg	204	5.2	-	-	155	+ Looks, hard-top versatility, drivetrain - Clumsy chassis is upset by ragged surfaces	*****
BMW Z4 M Roadster	091 F	06-'09	6/3246		269/4900	1410kg	244	5.0	_	-	155	+ Exhilarating and characterful; that engine - Stiff suspension	*****
BMW M Roadster	002 F	'98-'02	6/3246		258/4900	1375kg	240		_	_	155	+ M3 motor; hunky looks - M Coupé drives better	*****
BMW i8 Roadster	258 F	£124,735	3/1499	369/5800	420/3700	1595kg	235	4.6			155	+ Unique and engaging - Still more GT than sports car	*****
BMW 28	026 F	'00-'03	8/4941	400/6600	369/3800		255	4.0	-	- 11.1	155		
						1585kg			4.8			+ M5-powered super-sportster - M5's more fun to drive	*****
Caterham Seven 270	219 F	£29,885	4/1596	135/6800	122/4100	540kg*	254	5.0	-	-	122	+ Feisty engine, sweetly balanced, manic and exciting - The temptation of more power	*****
Caterham Super Seven 1600	273 D	£33,495	4/1596	135/6800	122/4100	565kg*	243	5.0	-	-	122	+ As enjoyable as other Sevens, but more accessible - Vintage looks come at a price	*****
Caterham Seven 310	273 F	£31,385	4/1596	152/7000	124/5600	540kg*	286	4.8	-	-	127	 Intense and exciting - Sticky tyres limit the amount of throttle adjustability 	*****
Caterham Seven 360	209 F	£33,385	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	£36,385	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 620S	220 D	£48,890	4/1999	310/7700	219/7350	610kg*	516	3.4	-	-	155	+ Ludicrous, near-620R pace, with added habitability - Well, 'habitable' for a Seven	*****
Caterham Seven 620R	255 F	£53,885	4/1999	310/7700	219/7350	572kg*	551	2.8	-	-	155	+ Banzai on track, yet still relevant on the road - £50k for a Seven?	*****
Caterham Seven 160	239 F	'13-'17	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	'17-'18	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 Roadsport 125	105 F	'07-'14	4/1596	125/6100	120/5350	539kg*	235	5.9		-	112	+ Great debut for Ford-engined model - Bigger drivers need SV model	*****
Caterham Seven Supersport	165 F	'11-'14	4/1596	140/6900	120/5790	520kg*	273	4.9		-	120	+ One of the best Caterhams is also one of the cheapest of its era - It's quite minimalist	*****
Caterham Seven Supersport R	180 D	'13-'14	4/1999	180/7300	143/6100	535kg*	342	4.8		-	130	+ One of the best road-and-track Sevens - Impractical, noisy, uncomfortable	*****
Caterham Seven Superlight R300	150 F	109-112	4/1999	175/7000	139/6000	515kg*	345	4.5		-	140	+ Possibly all the Caterham you need - They're not cheap	
	094 F	09-12	4/1999	256/7500			460		- 3.8	-	140		*****
Caterham Seven CSR 260		00-17			200/6200	565kg*			3.0	-		+ Brilliant for high days, holidays and trackdays - Wet Wednesdays	*****
Caterham Seven Superlight R500	123 F		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 R500	200 F	'99-'06	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	*****
Dallara Stradale	267 F	c£162,000			369/3000	855kg*	468		-	-	174	+ Startling on-road performance - Can leave you feeling detached on track	*****
Elemental Rp1 (2.3)	255 F	£139,800	4/2261	320	354	620kg*	557	2.6	-	-	165	+ Sensational, explosive, captivating, exploitable - Price will test your level of commitmer	
Ferrari Portofino	247 F	£166,180	8/3855	592/7500	560/3000	1664kg	366	3.5	-	-	199+	+ Better than the California - Not better than a DB11 Volante	★★★★☆
Honda S2000	243 F	'99-'09	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 P450	271 D	£75,470	8/5000	444/6000	428/2500	1660kg	272	4.6	-	-	177	+ Strong and flexible supercharged V8 - Steering and chassis feel mismatched	*****
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	*****
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	*****
Lotus Elise Club Racer (S3)	183 F	'11-'15	4/1598	134/6800	118/4400	852kg	160	6.5	-	-	127	+ Even lighter, even more focused than a standard 1.6 Elise - Are you prepared to go this basic?	
Lotus Elise Sport 220 (S3)	244 F	£41,695	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 (S3)	254 F	18-19	4/1798	217/6800	184/4600	878kg	251	4.5	_	_	145	+ Makes the most of its lightness - Heavyweight price	*****
Lotus Elise S Club Racer (S3)	189 D	'13-'15	4/1798	217/6800	184/4600	905kg	244	4.5		-	145	+ Purist approach intensifies ability - Lightest, option-free spec requires commitment	*****
Lotus Elise Cup 250 (S3)	279 F	£49,595	4/1798	245/7200	184/3500		244	3.9		-	154	+ As effective, enjoyable and essential as ever - Prioritises grip over adjustability	
		±49,595 '18-'19				931kg			-	-	154		*****
Lotus Elise Cup 260 (S3)	243 F		4/1798	250/7200	195/5500	902kg	282	4.2	-	-		+ Quickest Elise yet - Just 30 were built	*****
Lotus Elise Sport 135 (S2)	040 D	'03	4/1796	135/6200	129/4850	726kg	189	5.4	-	-	129	+ One of our fave S2 Elises - Brakes need more bite and pedal feel	*****
Lotus Elise S (S2)	104 F	'06-'10	4/1794	134/6200	127/4200	860kg	158	6.1	6.3	18.7	127	+ Brilliant entry-level Elise - Precious little	*****
Lotus Elise 111S (S2)	049F	'02-'04	4/1796	156/7000	129/4650	860kg	197	5.1	-	-	131	+ A genuinely useable Elise - Air-con? In an Elise?	*****
Lotus Elise SC (S2)	131 F	'08-'11	4/1794	218/8000	156/5000	870kg	254	4.6	4.5	11.4	145	+ All the usual Elise magic - Supercharged engine lacks sparkle	*****
Lotus Elise (S1)	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 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 3-Eleven 430	248 F	'17-'19	6/3456		325/4500	920kg*	475	3.2	-	-	180	+ A fitting send-off for a brilliant Lotus - Just 20 were made	*****
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 2 Eleven Superentaigeu	126 F	'00	4/1796	190/7800	146/5000	701kg	275	4.5	4.5	12.5	126	+ Hardcore road-racerthat looks like a dune buggy from Mars	*****
Maserati GranCabrio MC	185 D	£112,400	8/4691	454/7000	383/4750	1973kg	234	4.9	-	-	179	+ Most powerful GranCabrio yet - The GranCabrio is starting to show its age	*****
Mazda MX-51.5 (Mk4)	230 F	£23,795	4/1496	129/7000	111/4800	975kg	134	8.3			127	+ Lightest MX-5 since the Mk1 - Lacks intensity	*****
WIAZUA WIX-J I.J (WIN4)	- 230 F	123,193	4/1490	129/1000	11/4000	JIJNS	134	0.5			121	· LIGHTEST WAY SOUCE LITE WAY - LOUAS INTENSITY	* * * * X X



EVO TRACK DAYS ARE BACK FOR 2021

Experience the thrill of driving with evo Track Days. Whether this is a gift for a fellow petrolhead, or a chance to put yourself behind the wheel, these shiny new track days promise to be fun and adrenalinefilled events.

Two and a half hours of track time not enough for you? Our full day track events will also be back for 2021, giving you seven hours to test your car's limits.*

To stay up to date with 2021 dates, locations and exclusive offers, register your interest today.

*All plans are subject to the outcome of the ongoing coronavirus pandemic, and may have to change in line with the government's guidelines.

Register your interest at evotrackdays.co.uk









★★★★☆ ★★★★☆ ★★★★☆

***** *****

★★★★☆ ★★★★☆

***** *****

***** *****

***** *****

***** *****

	U	PRICE (OR Y EARS ON SALE)		¥	FT/RPM		Z	Ŧ	Ŧ	Æ	н	
MAKE & MODEL	ISSUE NO.	PRICE (OR Y EARS	ENGINE CYL/CC	BHP/RPM	LB FT/F	WEIGHT	BHP/ TON	0-62MPH (claimed)	0-60MPH (TESTED)	0-100MPH (TESTED)	MAX MPH	EVO RATING
Mazda MX-5 2.0 (Mk4, 184PS)	268 F	£28,395	4/1998	181/7000	151/4000	1030kg	178	6.5	_	-	136	+ At last, a more powerful factory MX-5 - It's still no fireball
Mazda MX-5 RF 2.0 (Mk4, 184PS)	256 F	£30,295	4/1998	181/7000	151/4000	1073kg	171	6.8	-	-	137	+ As above, but with a retracting hard-top - Which adds weight
Mazda MX-5 2.0 (Mk4)	228 F	'15-'18	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 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-51.8i (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-51.8i (Mk2)	017F	'98-'05	4/1839	146/7000	124/5000	1065kg	140	8.5	-	-	123	+ Affordable ragtops don't get much better - Cheap cabin
Mazda MX-51.6 (Mk1)	268 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	£47,600	6/2996	362/5500	383/2000	1520kg	242	4.7	-	-	155	+ Twin-turbo V6 well-suited to baby roadster - But also highlights the chassis' age
Mercedes-AMG SL63	228 D	£116,430	8/5461	577/5500	664/2250	1770kg	331	4.1	-	-	155	+ Effortless performance - Needs more involvement to go with the pace
Mercedes-AMG GT Roadster	239 F	£111,360	8/3982	469/6000	465/1700	1595kg	299	4.0	-	-	188	+ An AMG GT with added fresh air - Ride and handling go slightly to pieces on UK roads
Mercedes-AMG GT C Roadster	235 D	£140,660	8/3982	549/5750	501/1900	1660kg	336	3.7	-	-	196	+ As above but with more shove - Road noise can get wearing on long journeys
Mercedes-AMG GT R Roadster	271 D	£178,675	8/3982	577/6250	516/2100	1635kg	359	3.6	-	-	197	+ Spectacular engine, engaging dynamics - Structural compromise of Roadster body
Morgan 3 Wheeler	198 F	£31,140	2/1976	82/5250	103/3250	525kg*	159	6.0	-	-	115	+ Quirky, characterful, brilliant - Can become a two-wheeler if you push too hard
Morgan Plus Four	279 F	£62,995	4/1998	255/5500	258/1000	1013kg*	256	5.2	-	-	149	+ Compelling blend of old and new - Busy, almost old-fashioned ride on bumpier roads
Morgan Plus Six	269 F	£77,995	6/2998	335/6500	369	1075kg*	317	4.2	-	-	166	+ Rapid, exciting, and a bit of a hooligan - Interior could feel more special
Morgan Plus 8 50th Anniversary Edition	253 D	'18-'19	8/4799	367/6300	370/3600	1100kg*	339	4.5	-	-	155	+ V8 performance and sound, driver involvement - Getting flies in your teeth
Morgan Aero 8	105 F	'01-'10	8/4799	362/6300	361/3400	1180kg*	312	4.5	-	-	170	+ Glorious sound, view over bonnet, dynamics - Awkward-looking rear
Morgan Aero GT	255 F	'18	8/4799	367/6300	370/3400	1180kg*	316	4.5	-	-	170	+ The ultimate Aero - The last with the naturally aspirated BMW V8
Porsche 718 Boxster	224 D	£45,935	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	£54,891	4/2497	345/6500	310/1900	1355kg	259	4.6	4.4	9.8	177	+ Still sensationally capable - Turbo four-cylinder engine lacks appeal of the old flat-six
Porsche 718 Boxster GTS	249 T	'18-'19	4/2497	360/6500	310/1900	1375kg	266	4.6	-	-	180	+ The best four-pot Boxster spec - Doesn't come cheap
Porsche 718 Boxster GTS 4.0	271 D	£66,340	6/3995	394/7000	310/5000	1405kg	285	4.5	-	-	182	+ It's got the Cayman GT4 six-cylinder, minus 200rpm - Gearshift not as crisp as the GT4's
Porsche 718 Spyder	272 F	£73,405	6/3995	414/7600	310/5000	1420kg	296	4.4	-	-	187	+ Essentially a drop-top Cayman GT4 - Including its long gearing
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)	277 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
Porsche 911 Carrera 4S Cabriolet (992)	262 D	£109,725	6/2981	444/6500	391/2300	1600kg	282	4.4	-	-	188	+ Performance, handling, useability - It's no lightweight; body not as stiff as the coupe's
Porsche 911 Targa 4S (992)	277 D	£109,725	6/2981	444/6500	391/2300	1640kg	275	4.4	-	-	189	+ Distinctive; driving experience is barely touched - You can't get a rear-drive Targa
Radical Rapture	274 F	£108,000	4/2261	360/6000	360/3500	765kg*	478	3.0	-	-	165	+ Unfiltered and utterly addictive - It's more at home on the track than the road
Renault Sport Spider	231F	'96-'99	4/1998	148/6000	136/4500	930kg	157	6.5	-	-	131	+ Rarity; unassisted steering - Heavier than you'd hope; disappointing engine
Rolls-Royce Dawn	222 D	£264,000		563/5250	575/1500	2560kg	223	4.9	-	-	155	+ Effortless driving experience - Driver involvement not a priority
Toyota MR2 (Mk3)	258 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	258 F	'93-'03	8/4997	320/5500	320/3750	1060kg	307	4.4	-	-	167	+ Gorgeous noise, tarmac-rippling 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	009F	'93-'01	8/4997	320/5500	320/4000	1060kg	307	4.1	-	-	167	+ Gruff diamond - A few rough edges
Vauxhall VX220	023 F	'00-'04	4/2198	145/5800	150/4000	875kg	168	5.9	-	-	136	+ Absurdly good Vauxhall- The badge?
Vauxhall VX220 Turbo	066 F	'03-'05	4/1998	197/5500	184/1950	930kg	215	4.9	-	-	151	+ Nothing comes close for the money- Marginal everyday usability
Vuhl 05	220 F	£59,995	4/2000	285/5600	310/3000	725kg	405	3.7	-	-	152	+ Impressive pace and quality - You can get a more thrills from a Caterham at half the price

COUPES / GTs

OUR CHOICE

Porsche 718 Cayman GT4. With a naturally aspirated flat-six, a manual

gearbox, extraordinary damping and fulsome feedback, the second GT4

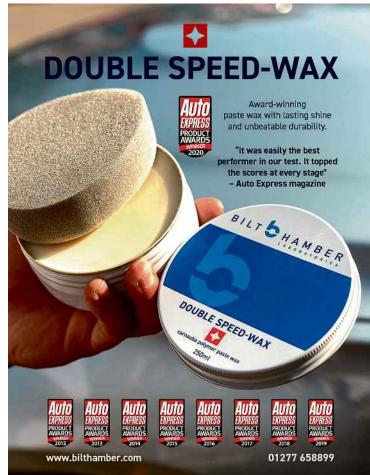
is even better than the original and laughs in the face of turbocharged

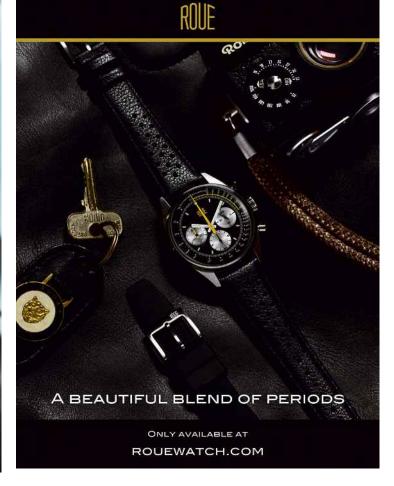
engines, automatic transmissions and monster power outputs.

BEST OF THE REST

The **BMW M2 CS** (left) was our 2020 Car of the Year winner and runs the 2019 champ – the Cayman GT4 – incredibly close. The **Alpine A110** gives the regular **Porsche 718 Cayman** a true rival to worry about, the **Aston Martin Vantage** is a genuine 911 beater, and the **Lotus Exige** continues to go from strength to strength in every form.

Alfa Romeo 4C	209 F	'13-'19	4/1742	237/6000	258/2200	895kg*	269	4.5		-	160	+ Carbonfibre tub. mini-supercar looks - Hot hatch engine. clunky gearbox	*****
Alfa Romeo &C Competizione	120 F	'07-'09	8/4691	450/7000	354/4750	1585kg	209	4.2		-	181	+ Looks, exclusivity, noise, balance - Cost more now than they did new	*****
Alignmed ac competizione Alignmed Alito	270 F	£48.140	4/1798	249/6000	236/2000	1363kg 1103kg	200	4.2	- 4.6	- 10.8	155	+ Fast, fun and genuinely different - If only it had a manual gearbox	*****
			4/1798				263		4.0		161		
Alpine A110S	268 D	£57,140		288/6400	236/2000	1114kg		4.4	-	-		+ Firmer and faster - But not necessarily better	*****
Alpine A610 Turbo	273 F	'91-'95	6/2975	247/5750	258/2900	1420kg	177	5.7	-	-	166	+ Better than the comtemporary 911 Carrera - Rare then, rarer now	*****
Alpina B4 S Biturbo	245 D	£63,000	6/2979	434/5500	487/3000	1615kg	273	4.2	-	-	190	+ Stonking engine, stealthy speed - Steering is slow and lacks feel	*****
Aston Martin Vantage	280 F	£124,400	8/3982	503/6000	505/2000	1530kg*	334	3.6	4.5	9.1	195	+ Performance that's a huge leap forward - Chassis struggles when really pushed	*****
Aston Martin Vantage AMR	268 F	£149,995	8/3982	503/6000	461/2000	1499kg*	341	4.0	-	-	195	+ Manual gearbox, more-focused chassis - For a hefty premium	*****
Aston Martin V8 Vantage (4.3)	251 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	274 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	264 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	+ Amongst 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	253 T	£144,900	8/3982	503/6000	498/2000	1685kg	303	4.0	-	-	187	+ Potent and characterful engine; sharper chassis than V12 - Do we still need the V12?	*****
Aston Martin DB11	235 F	'17-'18	12/5204	600/6500	516/1500	1800kg	339	3.9	4.0	8.1	200	+ A great GT - Suffers in outright handling terms as a result	*****
Aston Martin DB11 AMR	269 F	£174,995	12/5204	630/6500	516/1500	1795kg	357	3.7	-	-	208	+ A more potent, better controlled V12 DB11 - Still at its best when it isn't trying too hard	*****
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	*****
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 TTS (Mk3)	261 D	£44.610	4/1984	302/5400	295/2000	1405kg	218	4.5	-	-	155	+ Exceptional grip and traction - Excitement fades after the first few corners	*****
Audi TT RS (Mk3)	249 F	£53,905	5/2480	394/5850	354/1700	1450kg	276	3.7	3.5	8.7	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 TTRS (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 TTRS 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 S5	252 F	17-19	6/2995	349/5400	369/1370	1615kg	220	4.7	_		155	+ Chassis rewards commitmentbut doesn't offer a challenge. Plain engine, too	*****
Audi RS5	240 F	£68.985	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 Audi RS5	240 F	10-16	8/416.3	444/8250	317/4000	1715kg	263	4.5	4.3	9.0	155	+ Brilliant engine and improved chassis - Lack of suspension travel; inconsistent steering	*****
Audi RS V8	200 F 201 F	10-10	8/4163	444/8230	317/4000	1715kg 1560kg	205		4.5	- 9,9	188	+ A true 911 alternative - Exclusivity comes at a price	*****
								4.6	4.1	9.9			*****
Bentley Continental GT V8	280 F	£151,800	8/3993	542/6000	568/2000	2165kg	254	4.0	-	-	198	 Pace, quality, polish - Some rivals offer greater outright dynamic prowess 	*****





ADRIAN FLUX

Zero to sixty in three seconds?

It's enough to make your typical insurer run in the opposite direction just as fast. Thankfully, at Adrian Flux we do insurance differently.

Just like the world's best supercars, we constantly strive for innovation. From the UK's first driverless car policy to a multi-car scheme that covers vehicles of all shapes and sizes, we aren't afraid to cover new ground.

> To see how much you can save on your insurance, call us today 0800 085 5000

> > adrianflux.co.uk

Authorised & regulated by the Financial Conduct Authority



MAKE & MODEL	ISSUE NO.	PRICE (OR YEARS ON SALE)	ENGINE Cyl/CC	BHP/RPM	LB FT/RPM	WEIGHT	BHP/TON	0-62MPH (claimed)	0-60MPH (TESTED)	0-100MPH (TESTED)	MAX MPH	evo rating	
Deather Continental CT	255 F	£156,700	12/5950	626/5000	664/1350	22///	202	3.7		-	207	Astoniaking a dit for such a big base upon. Thirst	*****
Bentley Continental GT Bentley Continental GT V8	255 F 178 F	12-17	8/3993	500/6000	487/1700	2244kg 2220kg	283 229	5.1 4.8	-	-	188		*****
		12-17							-	-	100		*****
Bentley Continental GT V8 S	204 F		8/3993	521/6000	502/1700	2220kg	238	4.5	-			, , , , , , , , , , , , , , , , , , , ,	
Bentley Continental GT	152 D	'03-'17	12/5998		516/1700	2245kg	257	4.5	-	-	198		*****
Bentley Continental Supersports	234 D	'17	12/5998		750/2050	2205kg	323	3.5	-	-	209		*****
Bentley Continental GT3-R	203 D	'14-'17	8/3993	572/6000	518/1700	2120kg	274	3.8	-	-	170		*****
BMW 1-series M Coupé	277F	'11-'12	6/2979	335/5900	369/1500	1495kg	228	4.9	-	-	155		*****
BMW M240i Coupé	229 D	£35,865	6/2998	335/6800	369/1520	1470kg	232	4.8	-	-	155		★★★★ ☆
BMW M235i Coupé	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	'16-'18	6/2979	365/6500	369/1450	1495kg	248	4.5	4.9	10.8	155	+ More progressive chassis balance than the M4 - Feels unsettled on rough tarmac	*****
BMW M2 Competition	265 F	£49,805	6/2979	404/5250	406/2350	1550kg	265	4.4	-	-	155	+ A more capable and involving M2 - More expensive and heavier, too	*****
BMW M2 CS	281 F	£75,355	6/2979	444/6250	406/2350	1550kg	291	4.2	-	-	155	+ evo Car of the Year 2020 - Such quality comes at a price	*****
BMW M4 (F82)	218 F	'14-'19	6/2979	425/5500	406/1850	1570kg	275	4.3	-	-	155		*****
BMW M4 Competition (F82)	262 F	'16-'20	6/2979	444/7000	406/1850	1570kg	287	4.3	4.4	9.2	155		*****
BMW M4 CS (F82)	254 F	'17-'19	6/2979	454/6250	442/4000	1580kg	292	3.9	_	-	174		*****
BMW M4 GTS (F82)	237F	16	6/2979	493/6250	442/4000	1510kg	332	3.8	3.7	8.0	190	•	*****
BMW M3 (E92)	266 F	'07-'13	8/3999	414/8300	295/3900	1580kg	266	4.8	4.3	10.3	155		*****
	262 F	10-15	8/4361	444/8300			200	4.0	4.J -	-	190		
BMW M3 GTS (E92)					324/3750	1530kg							*****
BMW M3 (E46)	266 F	'00-'07	6/3246	338/7900	269/5000	1495kg	230	5.2	5.1	12.3	155		*****
BMW M3 CS (E46)	219 F	'05-'07	6/3246	338/7900	269/5000	1495kg	230	5.2	-	-	155		*****
BMW M3 CSL (E46)	279 F	'03-'04	6/3246	355/7900	273/4900	1385kg	260	4.9	5.3	12.0	155		*****
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)	279 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 Coupé	097F	'06-'09	6/3246	338/7900	269/4900	1420kg	242	5.0	-	-	155	+ A real driver's car - You've got to be prepared to get stuck in	*****
BMW M Coupé	263 F	'98-'03	6/3246	321/7400	261/4900	1375kg	237	5.3	-	-	155	+ Quick and characterful - Lacks finesse	*****
BMW M840d xDrive	260 D	£76,270	6/2993	316/4400	501/1750	1830kg	175	4.9	-	-	155		*****
BMW M850i xDrive	256 F	£99,525	8/4395	523/5500	553/1500	1890kg	281	3.7	_	-	155		*****
BMW M05072Dive	272 D	£123,435	8/4395	616/6000	553/1800		332	3.2		-	155		*****
						1885kg			-				
BMW M6 (F13)	218 F	'12-'18	8/4395	552/6000	501/1500	1850kg	303	4.2	-	-	155		*****
BMW M6 (E63)	106 F	'05-'10	10/4999		384/6100	1635kg	311	4.2	4.8	10.0	155		*****
BMW i8	210 F	£112,735	3/1499	369/5800	420/3700	1535kg	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	'13-'19	8/6162	460/6000	465/4600	1496kg	312	4.2	4.4	9.4	180	+ Performance, chassis balance, supple ride - Body control could be better	*****
Chevrolet Corvette Z06 (C7)	227F	'15-'19	8/6162	650/6000	650/3600	1598kg	413	3.7	-	-	196		*****
Chevrolet Corvette Stingray Z51 (C8)	270 F	\$64,995	8/6162	495/6450	470/5150	1530kg*	329	3.2	_	-	194		*****
Ford Mustang 2.3 EcoBoost	222 D	£38,035	4/2261	287/5600	332/3000	1655kg	176	6.4	_	-	145		*****
Ford Mustang 5.0 V8 GT	266 F	£41,430	8/4951	444/7000	393/4600	1743kg	259	4.9		-	155		*****
									-	-			*****
Ford Mustang Bullitt	255 D	£46,830	8/5038	453/7000	390/4600	1776kg	259	4.9	-		163		
Ford Mustang Shelby GT500	271 D	\$72,900	8/5163	760/7300	625/5000	c1916kg	c403		-	-	180	+ A 760bhp Stang with a chassis to (almost) match its engine - Only on sale in the States	
Honda Integra Type R (DC2)	259 F	'96-'00	4/1797	187/8000	131/7300	1101kg	173	6.7	6.2	17.9	145		*****
Jaguar F-type P300	271 D	£54,060	4/1997	296/5500	295/1500	1520kg	198	5.7	-	-	155	+ Genuinely exploitable performance - Turbocharged four-cylinder lacks top-end verve	★★★★☆
Jaguar F-type P450	-	£69,990	8/5000	444/6000	428/2500	1660kg	272	4.6	-	-	177	+ Strong and flexible supercharged V8 - Steering and chassis feel mismatched	*****
Jaguar F-type R (RWD)	218 F	'14-'17	8/5000	542/6500	501/3500	1650kg	334	4.2	-	-	186	+ eCoty runner-up in 2014 - Bumpy and boistrous	*****
Jaguar F-type R (P575 AWD)	271D	£97,280	8/5000	567/6500	516/3500	1743kg	331	3.5	-	-	186	+ More composed than before; now with SVR power - Eye-watering price	*****
Jaguar F-type SVR	224 D	'16-'19	8/5000	567/6500	516/3500	1705kg	338	3.7	-	-	200		*****
Jaguar XKR-S	168 F	'11-'14	8/5000	542/6000	502/2500	1753kg	314	4.4	-	-	186		*****
Jannarelly Design-1	279 F	£85,969	6/3498	321	274	950kg	343	3.9	_	-	135	+ Genuinely good sports car that stands out from the crowd - May be too quirky for some	
Lexus RC F	226 F	£61,310	8/4969	470/6400			271	4.3		-	168		*****
					391/4800	1765kg			-				
Lexus LC 500h	241 D	£76,595	6/3456	354	-	1985kg	181	5.0	-	-	168		*****
Lexus LC 500	231 D	£76,595	8/4969	470/7100	398/4800	1935kg	247	4.7	-	-	168		★★★ ☆
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 evo Car of the Year 2012 - Gearshift not the sweetest	*****
Lotus Exige Sport 350	221 F	£62,375	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	'16-'18	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 Sport 410	252 F	£82,675	6/3456	410/7000	310/3500	1108kg	376	3.4	-	-	180		*****
Lotus Exige Cup 430	253 F	£103,375	6/3456	430/7000	325/2600	1093kg	400	3.3	_	-	180		*****
Lotus Exige S (S2)	253 F	06-'11	4/1796	218/7800	158/5500	930kg	238	4.3		_	148		
		00-10								-			*****
Lotus Exige (S1)	200 F		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	257 F	'09-'15	6/3456	276/6400	258/4700	1382kg	203	5.1	5.6	13.6	162		*****
Lotus Evora S	168 F	'10-'15	6/3456	345/7000	295/4500	1430kg	245	4.8	-	-	172		*****
Lotus Evora 400	216 F	'15-'18	6/3456	400/7000	302/3500	1395kg	291	4.2	-	-	186		*****
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 GT410	278 F	£85,675	6/3456	410/7000	295/3500	1361kg	306	4.2	-	-	186	+ Fully immersive driving experience - V6 has its limitations	****
Lotus Evora GT410 Sport	261 F	£88,675	6/3456	410/7000	295/3500	1361kg	306	4.2	-	-	186		*****
Lotus Evora GT430	246 F	'18	6/3456	430/7000	325/4500	1299kg	336	3.8	-	-	190		*****
Maserati GranTurismo Sport	188 F	£93,145	8/4691	454/7000	383/4750	1880kg	245	4.8	_	-	186	· · · · · · · · · · · · · · · · · · ·	*****
Maserati GranTurismo Sport	239 D	£109,740	8/4691	454/7000	383/4750	1873kg	245	4.0	_	-	187		*****
Maserati GranTurismo	239 D 114 F	207-'17	8/4244	399/7100	339/4750	1880kg	240	4.1 5.2	- 5.5	- 12.7	177		*****
								4.5	3.5	-			
Maserati GranTurismo MC Stradale Mazda RX-8	193 F	'11-'17 '02 '11	8/4691	454/7000	383/4750	1800kg	256		CF		188		*****
	122 F	'03-'11	2R/1308		156/5500	1429kg	162	6.4	6.5	16.4	146		*****
Mercedes-AMG C43 Coupé	251 T	£50,010	6/2996	385/6100	383/2500	1675kg	234	4.7	-	-	155		★★★★☆
Mercedes-AMG C63 S Coupé (W205)	262 F	£78,078	8/3982	503/5500	516/2000	1745kg	293	3.9	-	-	180	+ Mouth-watering mechanical package - Light steering; hefty kerb weight	★★★★☆
Mercedes-Benz C63 AMG Coupé (W204)	162 F	'11-'14	8/6208	451/6800	442/5000	1655kg	277	4.5	4.4	10.3	155		****
Mercedes-Benz C63 AMG Black Series (W204)	171 F	'12-'13	8/6208	510/6800	457/5200	1635kg	317	4.2	-	-	186		*****
Mercedes-Benz CLK63 AMG Black Series	277F	'07-'09	8/6208	500/6800	464/5250	1760kg	289	4.2	-	-	186	· · · · · · · · · · · · · · · · · · ·	****
Mercedes-AMG S63 Coupé	251 D	£127,555	8/3982	604/5500	664/2750	1990kg	308	4.2	-	-	155		*****
Mercedes-AMG S65 Coupe	209 D	£188,550	12/5980		737/2300	2110kg	299	4.1	_	-	186		*****
Mercedes-AMG 303 Coupe Mercedes-AMG GT	209 D	£99,960	8/3982	469/6000	465/1700	1540kg	309	4.0		-	189		*****
Mercedes-AMG GT S	216 F	£113,260	8/3982	515/6250	494/1800	1570kg	333	3.8	-	-	193		*****
Mercedes-AMG GT C	241 D	£129,260	8/3982	549/5750	501/1900	1625kg	343	3.7	-	-	196		*****
Mitsubishi 3000GT	-	'90-'99	6/2972	282/6000	300/3000	1719kg	167	5.8	-	-	159		★☆☆☆☆
Nissan 370Z	204 F	£29,870	6/3696	323/7000	268/5200	1496kg	219	5.3	-	-	155	+ Quicker, leaner, keener than 350Z - Not quite a Cayman-killer	★★★ ☆
Nissan 370Z Nismo	209 F	£40,370	6/3696	339/7400	274/5200	1496kg	230	5.2	-	-	155		*****
Nissan 350Z	107F	'03-'09	6/3498	309/6800	264/4800	1532kg	205	5.6	5.5	13.0	155		*****
Nissan GT-R (2017MY)	242 F	£82,525	6/3799	562/6800	470/3600	1752kg	326	2.7	-	-	196		*****
Nissan GT-R Track Edition (2017MY)	242 P	£94,525	6/3799	562/6800	470/3600	1745kg	320	2.7		-	190		*****
								2.7		-	190		
Nissan GT-R Nismo (2020MY)	280 F	£180,095	6/3799	592/6800	481/3600	1703kg	353						*****
Nissan GT-R Nismo (2017MY)	232 F	'17-'18	6/3799	592/6800	481/3600	1725kg	349	2.7	-	-	196		*****
Nissan GT-R (2012MY-2016MY)	238 F	'12-'16	6/3799	542/6400	466/3200	1740kg	316	2.7	3.2	7.5	196	+ Quicker and better than before - Stopping your Porsche-owning friends calling it a Datsun	*****
								,				-	

Installation

Tailored Garage

High-End Innovative Design

Transforming simple garages into breathtaking spaces

WWW.INNOVA-BOX.NET

e. innovabox.uk@gmail.com t. 07853 933 642

MAXIMISE ENGINE

INNOVA-30X

- Reduces System Pressure
- Prevents Boilover
- Eliminating water based corrosion
- Increases Combustion Efficiency
- Frost Protection down to -40°C

For details on our full range of Waterless Engine Coolants or to find your local approved stockist visit our website.

www.powercool180.co.uk

WATERLESS ENGINE COOLANT

Non-Toxic All Year round protection



The Knowledge

		1 III										
MAKE & MODEL	ISSUE NO.	PRICE (or years on sale)	ENGINE CYL/CC	BHP/RPM	LB FT/RPM	WEIGHT	BHP/TON	0-62MPH (cl.AIMED)	0-60MPH	0-100MPH (TESTED)	MAX MPH	evo rating
Nissan GT-R (2010MY)	252 F	'10-'12	6/3799	523/6400	451/3200	1740kg	305	3.0	-	-	194	+ More powerful version of the original - But they're not world
Nissan GT-R (2008MY)	257 F	'08-'10	6/3799	473/6400	434/3200	1740kg	276	3.8	-	-	193	+ evo Car of the Year 2008 - You won't see 20mpg often
Nissan Skyline GT-R (R34)	265 F	'99-'02	6/2568	276/7000	289/4400	1560kg	180	4.8	4.7	12.5	165	+ Big, brutal, and great fun - Needs more than the standard 2
Nissan Skyline GT-R (R33)	196 F	'97-'99	6/2568	276/6800	271/4400	1540kg	182	4.9	5.4	14.3	155	+ Early proof that Japanese high-tech could work (superbly)-
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, s
Polestar 1	269 D	£139,000	4/1969	592/6000	737	2350kg	256	4.2	-	-	155	+ One of the most appealing hybrids yet - It's left-hand-drive
Porsche 718 Cayman	229 D	£44,074	4/1988	296/6500	280/2150	1335kg	225	5.1	-	-	170	+ Chassis remains a dream - Sounds like a Toyota GT86
Porsche 718 Cayman T	270 F	£51,145	4/1988	296/6500	280/2150	1350kg	223	5.1	-	-	170	+ A further-honed 2-litre Cayman - Flat-four soundtrack still d
Porsche 718 Cayman S	249 F	£53,030	4/2497	345/6500	310/2100	1355kg	259	4.6	3.9	9.3	177	+ Faster and better to drive than ever - Bring earplugs
Porsche 718 Cayman GTS	260 F	'17-'19	4/2497	360/6500	310/2100	1375kg	266	4.6	-	-	180	+ Cracking package of upgrades - Have we mentioned the eng
Porsche 718 Cayman GTS 4.0	281 F	£64,480	6/3995	394/7000	310/5000	1405kg	285	4.5	-	-	182	+ Ninety per cent of the GT4's magic - Can feel a little too capa
Porsche 718 Cayman GT4	277 F	£75,780	6/3995	414/7600	310/5000	1420kg	296	4.4	-	-	188	+ evo Car of the Year 2019 - Long gearing isn't ideal for road dri
Porsche Cayman S (981)	202 F	'13-'16	6/3436	321/7400	273/4500	1320kg	247	5.0	4.5	10.5	175	+ The Cayman comes of age - Erm
Porsche Cayman GTS (981)	219 F	'14-'16	6/3436	335/7400	280/4750	1345kg	253	4.9	-	-	177	+ Tweaks improve an already sublime package - Slightly 'after
Porsche Cayman GT4 (981)	265 F	'15-'16	6/3800	380/7400	310/4750	1340kg	288	4.4	-	-	183	+ evo Car of the Year 2015 (even though the 991 GT3 RS was th
Porsche Cayman S (987)	231 F	'06-'13	6/3436	316/7200	273/4750	1350kg	237	5.2	-	-	172	+ Still want that 911? - Yeah, us too
Porsche Cayman R (987)	158 F	'11-'13	6/3436	325/7400	273/4750	1295kg	255	5.0	-	-	175	+ Total handling excellence - Styling additions not to all tastes
Porsche 911 Carrera (992)	278 F	£82,795	6/2981	380/6500	332/1950	1505kg	257	4.2	-	-	182	+ Fast, composed and comfortable - We're waiting for the ma
Porsche 911 Carrera S (992)	269 F	£93,110	6/2981	444/6500	391/1700	1480kg	305	4.2	-	-	191	+ An immaculately polished machine - Lacks character unless
Porsche 911 Carrera 4S (992)	261 F	£98,418	6/2981	444/6500	391/1700	1530kg	295	4.2	-	-	190	+ Terrifically exciting when driven hard - You'll reach some big
Porsche 911 Carrera (991.2)	218 F	'16-'18	6/2981	365/6500	332/1700	1430kg	259	4.6	-	-	183	+ Forced induction didn't ruin the Carrera - Purists won't be h
Porsche 911 Carrera T (991.2)	264 F	'17-'18	6/2981	365/6500	332/1700	1425kg	260	4.5	-	-	182	+ Lightweight windows, no rear seats, an LSD Only 5kg ligh
Porsche 911 Carrera S (991.2)	217 F	'16-'18	6/2981	414/6500	369/1700	1440kg	292	4.3	-	-	191	+ Blindingly fast - You'll want the sports exhaust
Porsche 911 Carrera GTS (991.2)	238 F	'17-'19	6/2981	444/6500	406/2150	1450kg	311	4.1	-	-	193	+ Everything a 911 Carrera should be - Costs nearly £20k more tha
Porsche 911 Carrera S (991.1)	201 F	'12-'15	6/3800	394/7400	324/5600	1415kg	283	4.5	4.3	9.5	188	+ A Carrera with supercar pace - Electric steering robs it of so
Porsche 911 Carrera S (997.2)	121 F	'08-'11	6/3800	380/6500	310/4400	1425kg	271	4.7	-	-	188	+ Poise, precision, blinding pace - Feels a bit clinical
Porsche 911 Carrera S (997.1)	249 F	'04-'08	6/3824	350/6600	295/4600	1420kg	246	4.6	-	-	182	+ evo Car of the Year 2004 - Do your homework on potential e
Porsche 911 Carrera (996, 3.4)	249 F	'98-'01	6/3387	300/6800	258/4600	1320kg	231	5.2	-	-	174	+ The first evo Car of the Year, and it still stacks up today - Mi
Rolls-Royce Wraith	205 D	£240.768	12/6592	624/5600	590/1500	2360kg	260	4.6	-	-	155	+ Refinement, chassis, drivetrain - Shared componentry lets of
Subaru BRZ	248 F	£31,995	4/1998	197/7000	151/6400	1230kg	163	7.6	-	-	140	+ Fine chassis, great steering - Weak engine, not the slide-happ
Toyota GT86	266 F	£27,830	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, I
Toyota GR Supra	269 F	£52,695	6/2998	335/5000	369/1600	1495kg	228	4.3	-	-	155	+ Better than its BMW Z4 cousin - Not better than an M2 Com
Toyota MR2 (Mk1)	237 F	'84-'89	4/1587	122/6600	105/5000	977kg	127	8.2	-	-	124	+ Mid-engined fun comes no more affordable - Finding a good
TVR Sagaris	265 F	'05-'07	6/3996	406/7000	349/5000	1078kg	383	3.7	-	-	185	+ Looks outrageous - 406bhp feels a touch optimistic
TVR Tuscan S (Mk2)	076 F	'05-'07	6/3996	400/7000	315/5250	1100kg	369	4.0	-	-	185	+ Possibly TVR's best ever car - Aerodynamic 'enhancements'
TVR Cerbera Speed Six	004 F	'98-'04	6/3996	350/6800	330/5000	1130kg	315	4.4	5.0	11.4	160+	+ Accomplished and desirable - When it's running

e powerful version of the original - But they're not worlds apart to drive ***** Car of the Year 2008 - You won't see 20mpg often ***** brutal, and great fun - Needs more than the standard 276bhp ***** proof that Japanese high-tech could work (superbly) - Limited supply ***** arding and highly effective when fully lit - Dated cabin, steering lacks feel **** of the most appealing hybrids yet - It's left-hand-drive only, and jolly expensive ***** ssis remains a dream - Sounds like a Toyota GT86 ***** ther-honed 2-litre Cayman - Flat-four soundtrack still disappoints ***** er and better to drive than ever - Bring earplugs ***** king package of upgrades - Have we mentioned the engine...? ***** ty per cent of the GT4's magic - Can feel a little too capable and polished at times **** ***** ***** Car of the Year 2019 - Long gearing isn't ideal for road driving Cayman comes of age - Erm... aks improve an already sublime package - Slightly 'aftermarket' looks ***** Car of the Year 2015 (even though the 991 GT3 RS was there!) - Second-hand prices **** want that 911? - Yeah, us too ***** al handling excellence - Styling additions not to all tastes , composed and comfortable - We're waiting for the manual version ***** ***** nmaculately polished machine - Lacks character unless wrung out ***** ifically exciting when driven hard - You'll reach some big numbers when doing so the dinduction didn't ruin the Carrera - Purists won't be happy ***** ***** tweight windows, no rear seats, an LSD... - Only 5kg lighter than a basic Carrera ***** dingly fast - You'll want the sports exhaust ything a 911 Carrera should be - Costs nearly£20k more than a basic Carrera ***** ***** rrera with supercar pace - Electric steering robs it of some tactility ***** e. precision. blinding pace - Feels a bit clinical ***** Car of the Year 2004 - Do your homework on potential engine issues **** first evo Car of the Year, and it still stacks up today - Might feel a smidge dated ***** ***** ***** nement, chassis, drivetrain - Shared componentry lets cabin down chassis, great steering - Weak engine, not the slide-happy car they promised fun than its Subaru BRZ cousin - Same lack of torque, poor interior quality ***** er than its BMW Z4 cousin - Not better than an M2 Competition ***** -engined fun comes no more affordable - Finding a good one will take time *****

SUPERCARS / HYPERCARS



OUR CHOICE

McLaren 765LT. Runner-up at evo Car of the Year 2020, where it finished ahead of the Lamborghini Huracán $\operatorname{Evo}\operatorname{RWD}$ and $\operatorname{Ferrari}\operatorname{F8}$ Tributo, the 765 melds mind-boggling pace with a remarkably talented chassis and sublime steering to deliver another unforgettable Longtail experience.



BEST OF THE REST

The Lamborghini Huracán Evo RWD (left) is Sant'Agata's V10 model at its most desirable, while the Ferrari F8 Tributo takes Maranello's mid-engined V8 line to a new state of the art. The Audi R8 V10 remains a corking entry-level supercar, and the latest Porsche 911 Turbo S is the most accomplished of its kind for a very long time.

	0415					1770						
Aston Martin DBS Superleggera	264 F	£225,000	12/5204	715/6500	664/1800	1770kg	410	3.4	-	-	211	+
Aston Martin DBS Superleggera Volante	273 F	£247,500	12/5204	715/6500	664/1800	1863kg*	390	3.6	-	-	211	+
Aston Martin Vanquish S (Mk2)	260 F	'17-18	12/5935	595/7000	465/5500	1739kg	348	3.5	3.9	8.3	201	+
Aston Martin Vanquish S (Mk1)	110 F	'05-'07	12/5935	520/7000	425/5800	1875kg	282	4.8	4.9	10.1	200	+
Aston Martin One-77	179 F	'10-'12	12/7312	750/6000	553/7600	1740kg	438	3.7	-	-	220+	+
Audi R8 V10 RWD	273 F	£117,325	10/5204	533/7900	398/6400	1595kg	340	3.7	-	-	199	+
Audi R8 V10	261 F	£131,130	10/5204	562/8100	413/6300	1660kg	344	3.4	-	-	201	+
Audi R8 V10 Performance	256 D	£144,130	10/5204	611/8250	428/6500	1595kg	389	3.1	-	-	205	+
Audi R8 V10 RWS(Mk2)	254 F	'17-'19	10/5204	533/7800	398/6500	1590kg	341	3.7	-	-	199	+
Audi R8 V10 (Mk2)	234 F	'15-'19	10/5204	533/7800	398/6500	1640kg	330	3.5	-	-	198	4
Audi R8 V10 Plus (Mk2)	250 F	'15-'19	10/5204	602/8250	413/6500	1580kg	387	3.2	2.9	6.3	205	4
Audi R8 V10 (Mk1)	254 F	'09-'15	10/5204	518/8000	391/6500	1620kg	325	4.1	3.9	8.4	194	4
Audi R8 V10 Plus (Mk1)	190 F	'13-'15	10/5204	542/8000	398/6500	1570kg	351	3.8	-	-	198	+
Bugatti Chiron	244 F	c£2.5m	16/7993	1479/6700	1180/2000	1995kg	753	2.5	-	-	261	+
Bugatti Veyron 16.4	134 F	'05-'11	16/7993	987/6000	922/2200	1888kg	531	2.5	2.8	5.8	253	+
Bugatti Veyron 16.4 Super Sport	151 F	'10-'11	16/7993	1183/6400	1106/3000	1838kg	654	2.5	-	-	258	+
Bugatti EB110	078 F	'91-'95	12/3500	552/8000	451/3750	1618kg	347	3.6	-	-	213	+
Ferrari Roma	278 D	£170,984	8/3855	611/5750	560/3000	1570kg	395	3.4	-	-	199+	+
Ferrari F8 Tributo	281 F	£203,476	8/3902	710/8000	568/3250	1435kg	503	2.9	-	-	211	+
Ferrari F8 Spider	276 D	£225,897	8/3902	710/8000	568/3250	1400kg*	515	2.9	-	-	211	4
Ferrari 488 GTB	228 F	'15-'19	8/3902	661/6500	561/3000	1475kg	455	3.0	-	-	205+	+
Ferrari 488 Pista	262 F	£253,715	8/3902	710/8000	568/3000	1385kg	521	2.9	-	-	211+	+
Ferrari 488 Pista Spider	263 F	£278,850	8/3902	710/8000	568/3000	1485kg	486	2.9	-	-	211	4
Ferrari 458 Italia	221 F	'09-'15	8/4497	562/9000	398/6000	1485kg	384	3.4	3.2	6.8	202+	+
Ferrari 458 Speciale	274 F	'13-'15	8/4497	597/9000	398/6000	1395kg	435	3.0	-	-	202+	+
Ferrari F430	254 F	'04-'10	8/4308	483/8500	343/5250	1449kg	339	4.0	-	-	196+	
Ferrari 430 Scuderia	274 F	'07-'10	8/4308	503/8500	347/5250	1350kg	378	3.6	3.5	7.7	198	+
Ferrari 360 Modena	163 F	'99-'04	8/3586	394/8500	275/4750	1390kg	288	4.5	-	-	183+	+
Ferrari 360 Challenge Stradale	274 F	'03-'04	8/3586	420/8500	275/4750	1280kg	333	4.1	-	-	186	+
Ferrari F355 Berlinetta	231 F	'94-'99	8/3496	374/8250	268/6000	1350kg*	281	4.7	-	-	183	+
Ferrari 348 GT Competizione	274 F	'93	8/3404	316/7200	239/5000	1180kg*	276	5.0	-	-	175	
Ferrari 812 Superfast	275 F	£262,963	12/6496	789/8500	529/7000	1630kg	492	2.9	3.1	6.2	211	+
Ferrari 812 GTS	280 F	c£300.000	12/6496	789/8500	529/7000	1645kg*	487	3.0	-	-	211+	
Ferrari F12 Berlinetta	275 F	'12-'17	12/6262	730/8250	509/6000	1630kg	455	3.1	-	-	211+	
Ferrari F12tdf	230 F	'17	12/6262	769/8500	520/6250	1520kg	514	2.9	-	-	211+	
Ferrari 599 GTB Fiorano	275 F	'06-'12	12/5999	611/7600	448/5600	1690kg	368	3.7	3.5	7.4	205	
Ferrari 599 GTO	161 F	'11-'12	12/5999	661/8250	457/6500	1605kg	418	3.4	-	-	208+	4
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	275 F	'96-'02	12/5474	478/7000	420/5000	1690kg	287	4.4	-	-	199	4
Ferrari GTC4 Lusso T	246 D	'17-'20	8/3855	602/7500	560/3000	1865kg	328	3.5	-	-	199	4
Ferrari GTC4 Lusso	264 F	16-'20	12/6262	680/8000	514/5750	1920kg	360	3.4	-	-	208	
· · · · · · · · · · · · · · · · · · ·						0						

+ Broad spread of talents - It's not really 'Superlight'	****
+ Dazzling looks, immense performance - Width and weight bring compromises 🛛 🖈	****
+ Noise, poise, drama and charm - Not as rounded as the DB11 🔶 🔸	****
+ Vanquish joins the supercar greats - A tad intimidating at the limit 🔶 🖈	****
+ The engine, the looks, the drama - Gearbox hates manoeuvring; only 77 were made 🛛 🔸	****
+ More affordable than a 4WD R8 - But not more entertaining 🔶 📩	****
+ Beats the 992 Carrera - Could be the last of its kind 🔸	****
+ Stunning V10; approachable performance - Optional Dynamic steering feels unnatural 🔸	****
+ The first rear-wheel-drive Audi for 40 years - Drives largely like its 4WD counterpart 🛛 ★	****
+ All the R8 you really need - You can't get a manual gearbox 🔸	****
+ Timeless drivetrain, huge performance - Sometimes seems ordinary at steady speeds ★	****
+ Real supercar feel - The V8 is cheaper, and still superb 🔶 🔸	****
+ An R8 fit to take on the 458 and 12C - Firm ride may be too much for some 🔶 📩	****
+ Backs up the numbers with feel and emotion - Limited top speed(!)	****
+ Superbly engineered four-wheel-drive quad-turbo rocket - Er, lacks luggage space? 📩	****
+ Was once the world's fastest supercar - Limited to 258mph for us mere mortals	****
+ Superbly engineered four-wheel-drive quad-turbo rocket - It just fizzled out 🔶 🖈	****
+ Not far off being a front-engined F8 - Choosing between a Roma and an F8	****
+ Ferrari's best series-production V8 ever - The next one could be a hybrid	****
+ As above, with a folding hard-top - Some may prefer McLaren's 720S Spider	****
+ Staggeringly capable - Lacks a little of the 458's heart and excitement	****
+ Searingly fast and effortlessly capable - Takes a while to fully appreciate it 🛛 🔸	****
+ As above, but with wind in your hair - As above 🔸	****
+ An astounding achievement - Paddleshift only	****
+ evo Car of the Year 2014 - If you don't own a regular 458, nothing	****
+ Just brilliant - Didn't you read the plus point?	****
+ Successful F1 technology transplant - Likes to shout about it 🔶 📩	****
+ Worthy successor to 355 - Not quite as involving as it should be	****
+ Totally exhilarating road-racer - Automated single-clutch 'box dates it 📩 📩	****
+ Looks terrific, sounds even better - Are you kidding?	****
+ Utterly absorbing, with exceptional dynamics - Steering a little woolly	****
+ Incredible engine - Finding opportunities to exploit it	****
+ A brilliant return for the front-engined V12 Ferrari Spider - There won't be many more 📩	****
+ 730bhp isn't too much power for the road - Super-quick steering is an acquired taste 📩	****
+ Alarmingly fast - Doesn't flow like a 458 Speciale	****
+ evo Car of the Year 2006 - Banks are getting harder to rob	****
+ One of the truly great Ferraris - Erm, the air con isn't very good	****
+ Fiorano pack makes 575 truly great - It should have been standard 🔶 🖈	****

+ Effortless, comfortable GT - Misses the richer soundtrack of the V12	****
+ Rear-wheel steering increases agility - Not as engaging as other Ferraris 🔶 🖈	****

Hey Dolly, nice boots!

ngstone

406332 4310

FBLU

416387 5

FSCU

406712 5

42G1

30.440 KG 67.200 LH 3.750 KG 8.270 LB

26730 KG 58930 LB 677 CU H 2390 CU FT

FSCU

NAX CARCI

©JamieBubb



42034

www.longstone.com Tel:+44(0)1302 711123 **CN36**

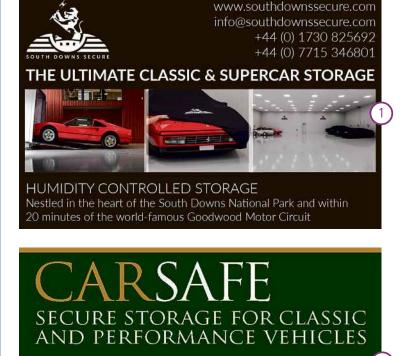
362.

The Knowledge

	ġ	(3TVS NO		Ŧ	M		Z	Ŧ	Ŧ	Æ	Ŧ		
MAKE & MODEL	ISSUE NO.	PRICE (or years on sale)	ENGINE Cyl/CC	BHP/RPM	LB FT/RPM	WEIGHT	BHP/TON	0-62MPH (CLAIMED)	0-60MPH	0-100MPH (TESTED)	MAX MPH	EVO RATING	
Ferrari FF	194 F	'11-'15	12/6262	651/8000	504/6000	1880kg	347	3.7	_	-	208	+ Four seats and 4WD, but a proper Ferrari - Looks divide opinion	*****
Ferrari 612 Scaglietti	090 F	'04-'11	12/5748	533/7250	434/5250	1875kg	289	4.0	4.3	9.8	199	+ Awesomely capable grand tourer - See above	*****
Ferrari SF90 Stradale Ferrari LaFerrari	277 F 203 F	£376,048 '13-'15	8/3990 12/6262	986/7500 950/9000	- 664/6750	1570kg* <i>1574kg</i>	638 <i>613</i>	2.5 <i>3.0</i>	-	-	211 <i>217+</i>	+ Hugely impressive series-production hypercar - Hybrid turbo V8 no match for a V12 + Perhaps the greatest Ferrari ever - Brakes lack a touch of precision on track	*****
Ferrari Enzo	275 F	02-'04	12/5999		485/5500	1365kg	485	3.7	3.5	6.7	217+	+ Intoxicating, exploitable - Cabin detailing falls short of a Zonda or F1's	*****
Ferrari F50	275 F	'95-'97	12/4699		347/6500	1230kg*	424	3.9	-	-	202	+ A better driver's Ferrari than the 288, F40 or Enzo - Not better looking, though	*****
Ferrari F40	275 F	'87-'92	8/2936	471/7000	426/4000	1100kg*	437	4.1	-	-	201	+ Brutally fast - It's in the dictionary under 'turbo lag'	*****
Ford GT Ford GT	253 F <i>200 F</i>	\$450,000 <i>'04-'06</i>	6/3497 <i>8/5409</i>	647/6250 550/6500	550/5900 500/3750	1385kg* <i>1583kg</i>	475 353	2.8 <i>3.9</i>	-	-	216 205	+ Everything it does on track - Too many of the things it does on the road + evo Car of the Year 2005 - Don't scalp yourself getting in	*****
Honda NSX	270 F	£144,765	6/3493	573	476/2000	1776kg	328	2.9	3.0	6.9	191	+ Blisteringly quick and brilliantly engineered - Limited range on a full tank	*****
Honda NSX (NA2)	188 F	'97-'05	6/3179	276/7300	224/5300	1410kg	196	5.7	-	-	168	+ The original useable supercar - 276bhp sounds a bit weedy today	****
Honda NSX-R (NA2)	100 F	'02-'03	6/3179	276/7300	224/5300	1270kg	221	4.4	-	-	168	+ evo Car of the Year 2002 - Hard to find in the UK	*****
Jaguar XJ220 Koenigsegg One:1	<i>157 F</i> 202 F	'92-'94 c£2.0m	<i>6/3498</i> 8/5065	542/7200 1341/7500	475/4500 1011/6000	<i>1470kg</i> 1360kg	<i>375</i> 1002	3.7 2.9	-	-	213 273	+ Britain's greatest supercaruntil McLaren built the F1 + One of the most powerful cars we've tested - It's sold out. We couldn't afford one anyway	★★★★☆ ★★★★★
Koenigsegg Agera R	180 F	11-14	8/5032	1124/7100	885/2700	1435kg	796	2.9	-	-	273	+ As fast and exciting as your body can handle - It's Veyron money	*****
Koenigsegg CCXR Edition	118 F	'08-'10	8/4800	1004/7000	796/5600	1280kg*	797	2.9	-	-	250+	+ One of the world's fastest cars - Spiky power delivery	****
Lamborghini Huracán Evo RWD	281 F	£164,400	10/5204		413/6500	1389kg*	440	3.3	-	-	202	+ The most complete Huracán yet - Prescriptive driver modes still frustrate	*****
Lamborghini Huracán Evo Lamborghini Huracán Evo Spyder	264 F 269 F	£198,307 £218,137	10/5204		442/6500 442/6500	1422kg* 1542kg*	451 416	2.9 3.1	-	-	202+ 202	+ Performante engine, trick chassis - Badly needs an 'Ego' mode for road driving + Drop-top driving enhances that epic V10 - Being mistaken for a King's Road poser	★★★★☆ ★★★★☆
Lamborghini Huracán RWD	229 F	16-19	10/5204		397/6500	1342kg 1389kg*	385	3.4	-	-	199	+ More seductive than the 4WD Huracán - Feels like there's more to come	*****
Lamborghini Huracán	209 D	'14-'19	10/5204		413/6500	1422kg*	430	3.2	-	-	201+	+ Defies the numbers; incredible point-to-point pace - Takes work to find its sweet-spot	
Lamborghini Huracán Performante	242 F	'17-'19	10/5204		442/6500	1382kg*	464	2.9	-	-	201+		*****
Lamborghini Huracán Performante Spyder	253D	'18-'19	10/5204		442/6500	1507kg*	425	3.1	-	-	201+	+ As above, but even louder for the driver - Not for the shy and retiring	*****
Lamborghini Gallardo LP550-2 Balboni Lamborghini Gallardo LP560-4	138 F 180 D	'09-'10 '08-'13	10/5204 10/5204		398/6500 398/6500	1380kg* 1410kg*	399 398	3.9 3.7	-	-	199 202	+ Mad, rear-wheel-drive Lambo - Limited numbers + Still a missile from A to B - Feels a little dated next to some rivals	***** *****
Lamborghini Gallardo LP570-4 Superleggera	152 F	10-13	10/5204		398/6500	1340kg*	426	3.4	3.5	-	202		*****
Lamborghini Gallardo	094 F	'03-'08	10/4961	513/8000	376/4250	1430kg*	364	4.0	4.3	9.4	196	+ On a full-bore start it spins all four wheels. Cool - Slightly clunky e-gear	*****
Lamborghini Aventador	194 F	'11-'17	12/6498		509/5500	1575kg*	445	2.9	-	-	217	+ Most important new Lambo since the Countach - Can feel a little clumsy	*****
Lamborghini Aventador S	246 F	£271,146	12/6498		509/5500	1575kg*	471	2.9	-	-	217 217	+ A more agile, more connected Aventador - Synthetic steering	*****
Lamborghini Aventador S Roadster Lamborghini Aventador SV	251 D <i>216 F</i>	£301,754 '15-'17	12/6498 12/6498		509/5500 509/5500	1625kg* <i>1525kg*</i>	456 493	3.0 <i>2.8</i>	-	-	217	+ As dynamic as the coupe - Fiddly and (very) expensive roof + More exciting than the standard Aventador - ISR gearbox inconsistent	*****
Lamborghini Aventador SVJ	262 F	£360,000			531/6750	1525kg*	506	2.8	-	-	218	+ A significant step on from the SV - Have we mentioned the gearbox?	*****
Lamborghini Aventador SVJ Roadster	268 D	£387,987	12/6498		531/6750	1575kg*	490	2.9	-	-	218	+ Increased exposure to that V12 - Next time it'll have electric assistance	*****
Lamborghini Murciélago LP640	275 F	'06-'11	12/6496		487/6000	1665kg*	385	3.8	-	-	211	+ Compelling old-school supercar - You'd better be on your toes	*****
Lamborghini Murciélago LP670-4 SV	200 F	'09-'11 '01-'06	12/6496 12/6192		487/6500	1565kg*	429	3.3 4.0	3.2	7.3 -	212 206	+ A supercar in its truest, wildest sense - Be prepared for stares	****
Lamborghini Murciélago Lamborghini Diablo VT 6.0	089 D 275 F	01-06	12/0192	572/7500 543/7100	479/5400 457/5500	1650kg* 1625kg*	351 343	4.0 3.9	-	-	200	+ Gorgeous, capable and incredibly friendly - V12 feels stressed + Best-built, best-looking Diablo of all - People's perceptions	*****
Lexus LFA/LFA Nürburgring	200 F	10-12	10/4805		354/6800	1480kg	379	3.7	-	-	200	+ Absurd and compelling supercar - Badge and price don't quite match	*****
Lotus Esprit Sport 350	171 F	'99-'01	8/3506	349/6500	295/4250	1299kg	274	4.3	-	-	175	+ Lotus's pukka V8-powered supercar - Weight of that V8 makes it more intimidating	*****
McLaren 540C	250 F	£127,890	8/3799	533/7500	398/3500	1311kg*	413	3.5	3.2	6.4	199	+ An excellent junior supercar - The 570S is still better to drive	*****
McLaren 570S	229 F	£149,000	8/3799	562/7500	443/5000	1440kg	397	3.2	-	-	204	+ A truly fun and engaging sports car - McLaren doesn't call it a supercar!	*****
McLaren 570GT McLaren 600LT	261 F 257 F	£157,000 £185,500	8/3799 8/3799	562/7500 592/7500	443/5000 457/5500	1498kg 1356kg	381 444	3.4 2.9	-	-	204 204	+ Blurs the line between grand tourer and supercar brilliantly - 570S is more involving + evo Car of the Year 2018 - There's no glovebox	*****
McLaren 600LT Spider	273 F	£201,500	8/3799	592/7500	457/5500	1404kg	444	2.9	-	-	204	+ All the brilliance of the coupe - And all the acoustic sophistication	*****
McLaren 620R	268 F	£250,000		611/7500	457/5500	1386kg	448	2.9	-	-	200	+ A true 911 GT3 RS rival - The GT3 RS has a more scintillating engine	*****
McLaren GT	271 F	£163,000	8/3994	612/7500	465/5500	1530kg	406	3.2	-	-	203	+ Fiery performance; refinement - Don't expect a 720S to emerge on a great road	★★★ ★☆
McLaren 720S	262 F	£208,600		710/7250	568/5500	1419kg	508	2.9	2.9	5.6 -	212	+ evo Car of the Year 2017 - Favours precision over emotion	*****
McLaren 720S Spider McLaren 765LT	261 F 281 F	£237,000 £280,000	8/3994 8/3994	710/7250 754/7500	568/5500 590/5500	1468kg 1339kg	491 572	2.9 2.8	-	-	212 205	+ Every bit as ballastic as the coupe - But a fraction less precise + Intense, extreme, insane - How much do you value your driving licence?	*****
McLaren 650S	196 F	'14-'17	8/3799	641/7250	500/6000	1428kg	456	3.0	-	-	207	+ Better brakes, balance and looks than 12C; more power too - Which all comes at a price	
McLaren 675LT	248 F	'15-'17	8/3799	666/7100	516/5500	1328kg	510	2.9	-	-	205	+ Runner-up at eCoty 2015; asks questions of the P1 - Aventador price tag	*****
McLaren 12C	264 F	'11-'14	8/3799	616/7500	442/3000	1434kg	435	3.3	-	-	207	+ Staggering performance, refinement - Engine noise can be grating	★★★★ ☆
McLaren Senna McLaren P1	252 F <i>276 F</i>	£750,000 '13-'15	8/3999 <i>8/3799</i>	789/7250 903/7500	590/5500 664/4000	1198kg*	669 <i>616</i>	2.8 <i>2.8</i>	-	-	211 <i>217</i>	+ Astounding performance, stellar presence - Only 500 being made + Freakish breadth of ability - At its mind-bending best on track	*****
McLaren F1	270 F 228 F	'94-'98	12/6064		479/4000	1490kg 1138kg	560	3.2	-	-	217	+ Still the most single-minded supercar ever - The air con was a bit weak	*****
Mercedes-AMG GT R	2611	£148,595	8/3982	577/6250	516/2100	1575kg	372	3.6	3.3	7.1	198	+ Fun and blisteringly fast; a true rival for the 911 GT3 - A touch showy, perhaps	*****
Mercedes-AMG GT R Pro	269 F	£188,345	8/3982	577/6250	516/2100	1561kg	376	3.6	-	-	198	+ A GT R fine-tuned for the track - A 911 GT3 RS has the edge	*****
Mercedes-Benz SLS AMG	264 F	'10-'15	8/6208	563/6800	479/4750	1620kg	335	3.9	4.1	8.4	197	+ Great engine and chassis (gullwing doors too!) - Slightly tardy gearbox	****
Mercedes-Benz SLS AMG Black Series Mercedes-Benz SLR McLaren	204 F 228 F	'13-'15 '03-'07	8/6208 8/5439	622/7400 617/6500	468/5500 575/3250	1550kg 1693kg	408 370	3.6 3.8	-	-	196 208	+ Stunning engine, superb body control - Be careful on less-than-smooth roads + Zonda-pace, 575-style drivability - Dreadful brake feel	***** ****☆
Noble M600	186 F	c£200,000		650/6800	604/3800	1095kg*	551	3.5	3.8	7.7	200	+ Spiritual successor to the Ferrari F40 - It's a bit pricey	*****
Pagani Huayra	185 F	c£1m	12/5980		737/2250	1350kg*	542	3.3	-	-	224	+ Joint evo Car of the Year 2012 - Engine isn't as nape-prickling as the Zonda's	*****
Pagani Zonda S 7.3	096 F	'02-'05	12/7291	555/5900	553/4050	1280kg*	441	3.7	-	-	220	+ evo Car of the Year 2001 (in earlier 7.0 form) - Values have gone up a fair bit since then	*****
Pagani Zonda F Porsche 911 GT3 (991.2)	186 F 256 F	'05-'06 '17-'19	12/7291	602/6150	575/4000	1230kg*	497 355	3.6 3.9	-	-	214+ 198	+ Everything an Italian supercar ought to be - Looks a bit blingy next to a Carrera GT	*****
Porsche 911 G I 3 (991.2) Porsche 911 Speedster (991.2)	256 F 263 F	17- 19 '19	6/3996 6/3996	493/8250 503/8400	339/6000 347/6250	1413kg 1465kg	355 349	3.9 4.0	-	-	198 192	+ Almost impossible to criticise - Wasn't the easiest car to place an order for + Essentially a topless GT3 - Only 1948 were made	*****
Porsche 911 GT3 RS (991.2)	278 F	'18-'20	6/3996	513/8250	347/6000	1430kg	364	3.2	-	-	193	+ Even better than the 991.1 RS - Demand exceeded supply	*****
Porsche 911 GT2 RS (991.2)	257 F	'18-'19	6/3800	690/7000	553/2500	1470kg	477	2.8	-	-	211	+ A proper, angry turbocharged Porsche - 'Limited availability'	*****
Porsche 911 GT3 (991.1)	206 F	'13-'16	6/3799	468/8250	324/6250	1430kg	333	3.5	-	-	196	+ evo Car of the Year 2013 - PDK only	*****
Porsche 911 GT3 RS (991.1)	223 F	'15-'16 '16	6/3996	493/8250	339/6250	1420kg	353 366	3.3 3.8	3.0	7.1	193	+ Sensationally good to drive - The Cayman GT4 is even better + evo Car of the Year 2016 - Limited availability	*****
Porsche 911 R (991.1) Porsche 911 GT3 (997.2)	229 F 182 F	'16 '09-'11	6/3996 6/3797	493/8250 429/7600	339/6250 317/6250	1370kg 1395kg	300	3.8 4.1	- 4.2	- 9.2	200 194	+ evo Car of the Year 2010 - Lithled availability + Even better than the car it replaced - Give us a minute	*****
Porsche 911 GT3 RS (3.8, 997.2)	248 F	'10-'11	6/3797	444/7900	317/6750	1370kg	329	4.0	-	-	193	+ We named it our favourite car from the first 200 issues of evo - For people like us, nothing	
Porsche 911 GT3 RS 4.0 (997.2)	274 F	'11-'12	6/3996	493/8250	339/5750	1360kg	368	3.8	-	-	193	+ evo Car of the Year 2011 - Unforgiving on-road ride; crazy used prices	****
Porsche 911 GT2 RS (997.2)	204 F	'10-'13	6/3600		516/2250	1370kg	453	3.5	-	-	205	+ More powerful than a Carrera GT. Handles, too - Erm	*****
Porsche 911 GT3 (997.1)	182 F	'07-'09 '07-'09	6/3600		298/5500	1395kg	298	4.3	4.3	9.4	192	+ Runner-up at evo Car of the Year 2006 - Ferrari 599 GTBs	*****
Porsche 911 GT3 RS (997.1) Porsche 911 GT3 (996.2)	112 F 221 F	07-09	6/3600 6/3600		298/5500 284/5000	1375kg 1380kg	302 272	4.2 4.5	- 4.3	- 9.2	193 190	+ evo Car of the Year 2007 - A chunk more money than the already brilliant GT3 + evo Car of the Year 2003 - Chassis a bit too track-focused for some roads	*****
Porsche 911 GT3 RS (996.2)	068 F	'04-'05	6/3600		284/5000	1360kg	272	4.4	-	9.2	190	+ An even more focused version of the superb GT3 - Limited supply	*****
Porsche 911 GT2 (996.2)	072 F	'04-'06	6/3600	475/5700	472/3500	1420kg	338	4.0	-	-	198	+ Revisions made it even more of a star than the 456bhp 996.1 GT2 - Care still required	*****
Porsche 911 GT3 (996.1)	266 F	'99-'01	6/3600		273/5000	1350kg	271	4.8	4.5	10.3	187	+ evo Car of the Year 1999 - Porsche didn't build enough	*****
Porsche 911 Turbo S (992)	281 F	£155,970	6/3745	641/6750	590/2500	1640kg	397	2.7	-	-	205	+ More three-dimensional than recent Turbos - Requires self-restraint on the road	*****
Porsche 911 Turbo (991.2) Porsche 911 Turbo S (991.2)	234 F 223 F	'16-'19 '16-'19	6/3800 6/3800		524/1950 553/2250	1595kg 1600kg	340 363	3.0 2.9	- 2.6	- 6.0	198 205	+ Makes the Turbo S seem unnecessary - But you still would + Enormous performance - Not as thrilling as some rivals	*****
Porsche 911 Turbo S (991.2) Porsche 911 Turbo S (991.1)	223 F 217 F	10-19	6/3800		553/2200	1605kg	349	2.9 3.1	-	-	197	+ Superb everyday supercar - At times disguises the thrills it can offer	*****
Porsche 911 Turbo (997.2)	218 F	'09-'13	6/3800		479/1950	1570kg	319	3.7	3.2	7.3	194	+ The Turbo at the very top of its game - Favours outright grip over adjustability	*****
Porsche 911 Turbo (997.1)	094 F	'06-'09	6/3600		457/1950	1585kg	303	3.7	4.0	8.7	193	+ Monster cornering ability - A bit woolly on its standard settings	*****
Porsche 911 Turbo (996)	249F	'00-'06 '05 '08	6/3600		413/2700	1540kg	273	4.2	4.1	10.0	190	+ evo Car of the year 2000; the 911 for all seasons - We can't find any reasons	*****
Porsche 911 Turbo (993) Porsche 918 Spyder	066 F 233 F	'95-'98 '13-'15	6/3600 8/4593	402/5750 875/8500	398/4500 944/6600	1500kg 1674kg	272 531	4.3 2.6	-	-	180 211	+ Stupendous all-weather supercar - It doesn't rain enough + Blistering performance; cohesive hybrid tech - Added weight and complexity	*****
Porsche Garrera GT	200 F	'04-'06	10/5733		435/5750	1380kg	445	2.0 3.9	-	-	205	 For the second se	*****
								,				,	

Showroom Car Storage



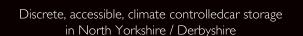




THE FINE CAR STORE 'Caring for fine automobiles'

Long and short term, dehumidified, purpose built, rural facility Comprehensively insured with 24hr CCTV Catering for classic, sports and performance car and motorcycles Single acquisitions and multiple collections UK & European enclosed transporter collection and delivery service 15 minutes direct access to Manchester Airport

Facilities in Knutsford and Macclesfield, Cheshire. 01565 872400 • enquiries@thefinecarstore.com • www.thefinecarstore.com



National and international delivery and collection options
 Insuranced approved CCTV and Intruder Alarm System
 Regular routine checks and gentle off road exercise
 Close to MI junction 28
 Flexible terms

WETHERBY CAR STORAGE 01423 411459

info@alwetherbycarstorage.co.uk WWW.AIWETHERBYCARSTORAGE.CO.UK 01773 843338 info@a38carstorage.co.uk WWW.A38CARSTORAGE.CO.UK

5



(4)

3

BuyaCar Buying Guide: Ford Fiesta ST (2013-17)

The second Fiesta ST was a junior hot hatch benchmark, and now its more affordable than ever. Here's what to look for, and how **BuyaCar** can help you find one

IRST IT WAS PEUGEOT. THEN IT WAS Renault. And since 2013, it's been Ford: builders of the essential compact hot hatchback. There had been some fun Fiestas in the past, and a couple of entertaining fast Focuses too, but 2013's Fiesta ST was the first time Ford's smaller model had ever been a bona fide class leader.

With a dealer on every corner and typically competitive pricing, the ST was always going to sell well, but the recipe was just about perfect this time around too. Since the mid-'90s Fiestas have always had fundamentally good underpinnings, but the sixth-generation car was particularly agile, and in ST form was blessed with firmer suspension, broader tyres and a much stronger engine, giving it all the ingredients it needed to shine. That power unit was a 1.6-litre turbocharged four-cylinder. It seems a little old-school now next to the latest ST's 1.5-litre three-pot, but it really did the business thanks to a 197bhp output on overboost and eager delivery that made it worthwhile hanging on to every rev. Ford followed it up with a special ST200 variant before the model went off sale, whose softer springs but stiffer front anti-roll bar and torsion beam rear axle took the edge off the ride but also perked up the handling, while overboost power rose to 212bhp.

If it was a bargain when new, then the ST is an absolute steal today. Late 2016 ST-2 spec cars with under 10,000 miles per year are now under the £10k mark on BuyaCar, and you can find a 2013 ST-2 with 66,000 miles for as little as £7600 – significantly

less than half its new price. That's a range of between £150 and £176 per month with a £300 BuyaCar contribution, which wouldn't even get you a base-spec Fiesta from Ford's current range.

Those cars are unmodified, too, which is something to look out for with this generation of ST – approved Mountune upgrades are worth considering, but mods will typically correlate with hard use. Previous owners should also have adhered to 12-month or 12,500-mile service intervals (whichever comes first, naturally), but all the options on BuyaCar should be well inside the 125,000-mile cambelt interval. Suspension, tyres and potentially bodywork can take a beating with hot hatches too, but buy wisely and Ford's feisty hatch will not disappoint.

buyacar.co.uk

EX64 HHJ

Buyacar – the easiest way to finance an evo favourite online

Browse more than 60,000 deals on our website, personalise your finance package to suit your budget, and we'll deliver your performance car straight to your door – with 14 days to return it if you don't like it!

EVO ARCHIVE



It was a definitive story from **evo**'s early years – although one small thing could possibly have been improved...

'THE TEST. BEST HEADLINE EVER,' SAYS Peter Tomalin, mockingly 'What the hell were we thinking?! The Magazine. The Car. I suppose it depends how you say it: THE TEST or the test.'

It's never really occurred to me before, because when I bought issue 022 back in 2000, the headline's bold, simple declaration seemed to make sense. It was definitive. A line in the gravel trap. I couldn't wait to read it, and it really was quite a read – 28 pages of the magazine being given over to six supercars: Diablo 6.0 VT, 550 Maranello, 360 Modena, 996 Turbo, Viper GTS and Zonda C12.

'The line-up of cars is perhaps fairly ho-hum looking back,' says Tomalin (**evo**'s associate editor at the time), 'but I think we're spoiled now with the sheer number of supercars that are available. A new McLaren every month. But at that point in time these really were rare and the cream of the crop.'

And it was a huge test for **evo** magazine, which was still something of a newcomer in the market at that point, having been around for less than two years. 'Everything was still fresh and exciting,' Peter recalls. 'We were still getting to know each other in a way. This was also the first time we had been out to Harry Metcalfe's place – the almost mythical villa that he owned in Tuscany. To get out there and discover that it was everything you could hope for in a location, with the beautiful scenery, the light that was perfect for photography and the food that was a significant step up from the usual tube of Pringles and a curly service station sandwich... it was magical.'

It's fascinating looking back at the test and how the cars were perceived in their pomp. In 2000 the 911 Turbo was still settling into its new, sensible supercar persona and its discreetness was perhaps a bit of a disappointment. At the other end of the scale, the Viper was encapsulated in this description of shifting gear: 'The gearknob is almost baseball-size – it's a bit like pulling the lever on a one-arm bandit. You just hope you get two plums when the reels stop.' Meanwhile the Diablo was clearly converting people to the idea of Audi involvement and the Pagani was still just so fresh. 'Nobody else had really

FERRAR 360 SPIDER THE AWARD-WINNING CAR MAGAZINE World's most desirable dro 2000 | UEA \$7.99 Letan **CORVETTE Z06** 550 MARANELLO ODENA ZONDA C12 911 TURBO INSIDE VIPER GTS E MANS The world's fastest cars, the world's greatest roads, the ultimate supercar shootout

'THEY REALLY WERE RARE AND THE CREAM OF THE CROP'

got into it at that point,' recalls Tomalin, who at the time described it as 'a Group C racer crossed with a Fabergé egg', before going on to paint a picture of John Barker emerging from the Zonda for the first time 'with the expression of a man who's just tasted a completely new flavour and found it very much to his liking'.

'The Pagani probably should have won,' says Peter, 'but there was a problem with the gearbox, which was quite heavy and stiff, and I think a few of us still had reservations about the bought-in Mercedes engine.' An engine that in the original C12 was putting out just 389bhp and delivered a positively yawninducing 0-60mph time of 4.5sec.

However, as much as I loved hearing about the cars, I also remember being captivated by the broader picture painted by Peter. It felt like there was no 'behind the scenes' because you were being welcomed wholesale into this very exclusive event. There was humour and nobody was beyond a bit of ribbing: 'Harry is metamorphosing into his alter ego, the harddriving Italian count Arri Vederci.'

'Ineeded to include the colour, the characters and the chatter because I'm not a hard-edged road tester,' says Tomalin, modestly. 'Although some of the later eCotys would be more like small novels, this was probably the longest story I'd written at that point. And while you don't like to say it wrote itself, because of course you sweat over it terribly, this feature came more easily than most. Clearly struggled with that headline, though...'

DMS AUTOMO UNLEASHING

1 /DMSAUTOMOTIVE

Follow us on Instagram for daily updates and inspiration

THE ULTIMATE IN PERFORMANCE UPGRADES

BELOW IS A SMALL SELECTION OF OUR MORE POPULAR UPGRADES:

AUDI

RS6 C8 4.0 T V8 + 740+BHP (+DE-LIMIT) RS6 C7 4.0 T V8 + 700+BHP (DE-LIMIT) 2017 R8 V10 + 650BHP (DE-LIMIT) RS3 / TTR5 (8V MK2) + 500+ BHP (DE-LIMIT) S3 / GOLF R» 378+ BHP (DE-LIMIT) 3.0 BI-TDI (ALL MODELS) » 400+ BHP RS4 B9 / RS5 2.9T » 525+ BHP

BMW

BMW F90 M5 / M8 770+BHP (+DELIMIT) X3M / X4M » 630+BHP (+DE-LIMIT) M850I » 700+BHP (+DE-LIMIT) M2 COMPETITION » 530BHP (+DE-LIMIT) M2 * 435BHP (+DE-LIMIT) M3 / M4 » 540+BHP (+DE-LIMIT) M5 F10/M6 » 730+BHP (+DE-LIMIT) X5M/X6M F85 » 730+BHP (+DE-LIMIT) X5M/X6M F85 » 730+BHP (+DE-LIMIT) X5M50D » 480+BHP M140i / 240i/ 340i/440i » 450+BHP M135i / M235i » 410+BHP 120D / 220D/320D/420D » 240+BHP 320i / 330i » 320+BHP 120D / 220D / 320b / 420D » 240+BHP 320i / 330i » 320+BHP M340i » 470+BHP 330D / 430D / 530D / 730D » 360BHP 840D / 335D / 435D / 535D » 400+BHP

A45S AMG • 480+BHP (+DE-LIMIT) A35 AMG • 350+BHP (+DE-LIMIT) E63S W213 • 700+BHP (+DE-LIMIT) E63S W213 • 700+BHP (+DE-LIMIT) A45 / CLA45 AMG • 430+BHP AMG GT/GTS • 624+BHP (+DE-LIMIT) AMG GTR • 650+BHP (+DE-LIMIT) C43 / E43 / GLC43 AMG • 480+BHP C63 / 63S 4.0T AMG • 624+BHP C63 / 63S 4.0T AMG • 50+BHP C63 AMG 5 5 BI TIPPO C63 6.3 AMG % 530+BHP C63 AMG 5.5 BI-TURBO (ALL MODELS) & 700+BHP 55 AMG KOMPRESSOR & 600+BHP S65 % 780BHP (+DE-LIMIT) SL65 / BLACK SERIES % 720BHP (+DE-LIMIT) 220 CDI (ALL MODELS) & 230BHP 250 CDI (ALL MODELS) & 260BHP C200E & 250BHP C300E » 350BHP CLS400D / E400D » 400BHP 350 CDI (ALL MODELS) » 315BHP

ALL 2019 RANGE ROVERS AVAILABLE

RR 50SC / SVO / SVR STAGE1 » 600+BHP RR 50SC / SVO / SVR STAGE2 » 650+BHP 2.2 D (ALL MODELS) » 220+BHP 2.0 TD4 / SD4 (ALL MODELS) » 225 / 265BHP 2.0 TD4 / SD4 (ALL MODELS) > 223 / 2 VELAR 30516 >> 420BHP RR 4.4 TDV8 >> 395 BHP RR TDV6 / SDV6 3.0D >> 305 / 350 BHP DEFENDER 2.2 >> 180BHP

992 TURBO S » IN DEVELOPMENT 992 CARRERA / S » 570+ BHP 991.2 GT2 RS » 780+BHP 991 TURBO / S (ALL MODELS) » 750+BHP 991. TURBO / S (ALL MODELS) » 750+BHP 991. TURBO / S (ALL MODELS) » 750+BHP 997. CARRERA GTS · 435 BHP 997. CARRERA / S -(ALL MODELS) 500+BHP 991. 2 CARRERA GTS -(ALL MODELS) 500+BHP 997. TURBO / S 3.8 INC PDK » 611 BHP 997. TURBO / S 3.8 INC PDK » 611 BHP 997. TURBO / S 3.8 INC PDK » 611 BHP 997. TURBO / S 3.8 INC PDK » 611 BHP 996. TURBO / S 3.8 INC PDK » 611 BHP 996. TURBO / S 3.8 INC PDK » 611 BHP 997. STURBO / S 3.8 INC PDK » 611 BHP 996. TURBO / S 3.8 INC PDK » 611 BHP 997. STURBO / S 3.8 INC PDK » 611 BHP 996. TURBO / S 3.8 INC PDK » 611 BHP 997. STURBO / S 3.8 INC PDK » 611 BHP 996. TURBO / S 3.8 INC PDK » 611 BHP 996. TURBO / S 3.8 INC PDK » 611 BHP 906. TURBO / S 3.8 INC PDK » 611 BHP 907. STURBO / S 3.8 INC PDK » 611 BHP 907. STURBO / S 3.8 INC PDK » 611 BHP 906. TURBO / S 3.8 INC PDK » 611 BHP 907. STURBO / S 3.8 INC PDK » 611 BHP 907. STURBO / S 3.8 INC PDK » 611 BHP 906. TURBO / S 3.8 INC PDK » 611 BHP 907. STURBO / S 3.8 INC PDK » 611 BHP 907. STURBO / S 3.8 INC PDK » 611 BHP 907. STURBO / S 3.8 INC PDK » 611 BHP 907. STURBO / S 3.8 INC PDK » 611 BHP 907. STURBO / S 3.8 INC PDK » 611 BHP 906. STURBO / S 3.8 INC PDK » 611 BHP 907. STURBO / S 3.8 INC PDK » 611 BHP 007. STURBO / S 3.8 INC PDK » 611 BHP CAYENNE TURBO 4.8 -(ALL MODELS) » 650+ BHP CAYENNE 4.2 DIESEL » 450+ BHP CAYENNE / MACAN 3.0 DIESEL » 320+ BHP MACAN 3.0T INPO / S 20T » 551 = BHP MACAN 3.0T S » 445+BHP MACAN TURBO 2.9T » 525+BHP PANAMERA 971 4.0 TURBO » 700+ BHP PANAMERA 971 4.0T SE HYBRID » 800+ BHP PANAMERA 971 2.9T HYBRID » 650+ BHP

 (\bigcirc)

WRAITH / DAWN > 720+BHP FERRARI 488 PISTA > 780+BHP FERRARI 488 > 750+BHP FERRARI PORTOFINO > 680+BHP FERRARI LUSSO T > 710+BHP FERRARI LUSSO T > 710+BHP FERRARI LUSSO T 710+BHP FERRARI CALI T 680BHP FERRARI F12 780+BHP FERRARI 430 7525 BHP FERRARI 430 » 525 BHP MCLAREN MP4 /650S » 720 BHP MCLAREN 675LT » 750BHP MCLAREN 570/S » 680+BHP MCLAREN 600LT » 680+BHP MCLAREN 720S » 840+BHP MCLAREN 5ENNA » 875+BHP AVENTADOR » 750+BHP HURACAN LP610 » 650BHP BENTI EV 4 0 T V/8 » 700+BHP BENTLEY 4.0 T V8 » 700+BHP BENTLEY GT W12 » 700+BHP BENTLEY SUPERSPORT 2018 » 780+BHP BENTAYGA V8 DIESEL » 510+BHP BENTAYGA V8 40T » 700+BHP BENTAYGA V8 40T » 700+BHP BENTLEY GT 2020 V8 40T » 700+BHP MASERATI 3.0S PETROL » 470 BHP MASERATI 3.0 DIESEL » 312 BHP

-00

butterfly control

FURTHER OPTIONS









-00 Exhaust tuning

(Cracks & pops)

SALES@DMSAUTOMOTIVE

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

Sport dials

-

Gearbox

WWW.DMSAUTOMOTIVE.COM



NEW CUPRA *FORMENTOR*.

LET YOUR HEART CHOOSE FOR ONCE.

YOU CAN CHOOSE THE STRAIGHT PATH, LIKE ALWAYS. IT'S EASIER, LESS TROUBLE. OR YOU CAN CHANGE COURSE AND CHOOSE ANOTHER WAY, ONE THAT YOU'D NEVER HAVE THOUGHT TO TAKE. AND IF THAT FEELS RIGHT, THE NEW CUPRA FORMENTOR IS FOR YOU.

DRIVE ANOTHER WAY.

Official fuel consumption for the CUPRA Formentor range mpg (litres/100km): 31.4 (9.0) – 44.8 (6.3). CO_2 emissions 143-203 (g/km).

Figures shown are for comparability purposes; only compare fuel consumption and CO_2 figures with other vehicles tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. Data correct at December 2020.

