

THE THRILL OF DRIVING

evo

GROUP TEST

M3 v GIULIA v 911

DRIVEN

ICON: TYPE R BREADVAN
CUPRA LEON + BMW M5 CS



9 77166 278144
JULY 2021 evo.co.uk £4.99

TESTED

700bhp Ram Hellcat
Quattroporte Trofeo
Supra 2.0 v Cayman

PLUS

Life Through a Lens
BTCC heroes' lives & cars

UNLEASHED!

Flat-out in Aston Martin's V12 Speedster & 836bhp Victor



THE RODIN FZD.

READY FOR DELIVERY.

SETUP TO YOUR REQUIREMENTS. PERSONALISED TO YOUR SPECIFICATIONS. DRIVER DEVELOPMENT TRAINING DESIGNED TO YOUR PREVIOUS EXPERIENCE. It's so much easier than you think to own and drive a Rodin... And once you see it in person, you will only want to feel more.



VIEW BY APPOINTMENT ONLY

REQUEST YOUR VIEWING AT **RODIN-CARS.COM**



PEUGEOT SPORT ENGINEERED ///

NEW 508

PIONEERING PERFORMANCE AGAIN

360 hp – CO₂ From 46 g/km* – All Wheel Drive

PEUGEOT RECOMMENDS **TOTAL** Official Fuel Consumption in MPG (l/100km) and CO₂ emissions (g/km) for the new 508 PEUGEOT SPORT ENGINEERED range are: Combined N/A – 138.9 (0.0 - 2.0) and CO₂ 0 - 46 g/km.

The fuel consumption or electric range achieved, and CO₂ produced, in real world conditions will depend upon a number of factors including, but not limited to: the accessories fitted (pre and post registration); the starting charge of the battery (PHEV only); variations in weather; driving styles and vehicle load. The plug-in hybrid range requires mains electricity for charging. The WLTP (Worldwide Harmonised Light Vehicles Test Procedure) is used to measure fuel consumption, electric range and CO₂ figures. Figures shown are for comparison purposes and should only be compared to the fuel consumption, electric range and CO₂ values of other cars tested to the same technical standard. The figures displayed for the plug-in hybrid range were obtained using a combination of battery power and fuel. *Figures shown are for the new 508 PEUGEOT SPORT ENGINEERED. Information correct at time of going to print. Visit peugeot.co.uk for further details.

Contents

FEATURES

066
M3 v GIULIA v 911

BMW's new M3 Competition takes on both the current saloon car king, Alfa's Giulia Quadrifoglio, and the sports coupe alternative, Porsche's 992 Carrera. Adam Towler referees

090
ASTON MARTIN VICTOR

Based on a One-77, but styled as an homage to Aston's '70s and '80s bruisers, the Victor is a truly bespoke, one-off hypercar like no other. Richard Meaden gets behind its yoke

110
LIFE THROUGH A LENS: TIM ANDREW

He may make road testers miss their hotel dinner, but the results are always worth it. Tim Andrew talks about his career to date and picks his best shots

080
ASTON MARTIN V12 SPEEDSTER

690bhp, 198mph, and no roof. Richard Meaden prays for sun as he samples Aston Martin's new £765,000 special edition

102
TOYOTA SUPRA 2.0 v PORSCHE 718 CAYMAN

They're the affordable options in their respective ranges, but should you want your four-cylinder motor up front or in the middle? John Barker finds out

116
ICON: HONDA CIVIC TYPE R (EP3)

Received with reservations in its day, the 'Breadvan' Civic Type R's light is shining brighter as the years pass, as Adam Towler discovers



Drive Smarter. Drive Hybrid.

With up to £3,000 upgrade allowance
at the Hyundai Hybrid Event.



Our broadest range of hybrids is here. On to better.

It's time to drive smarter at the Hyundai Hybrid Event, with up to £3,000 additional savings on our range of hybrid cars. But which one to choose? There's the all-new TUCSON Hybrid, or the refreshed styling of the new KONA Hybrid. For larger families, how about the luxurious 7-seat SANTA FE Plug-In Hybrid? Or, for amazing tech, the all-new i20 Mild Hybrid. Whichever one you choose, we've got a hybrid that's perfect for you.

Visit [Hyundai.co.uk](https://www.hyundai.co.uk) to discover more.



Fuel Consumption figures for the models shown. Mpg (l/100km): Combined 38.2 (7.4) to 57.6 (4.9). CO₂ emissions: 168 - 112 g/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 (post-registration), variations in weather, driving styles and vehicle load. T&Cs apply at www.hyundai.co.uk. Saving against list price. Over 18s and participating UK (excluding Channel Islands) dealers only. Savings vary by model. £3,000 off applies to new SANTA FE Plug In and Hybrid models only. Valid for new private retail purchases made by 30.06.21, which are paid for and registered by 30.06.21. Hyundai 5-year Warranty subject to Terms and Conditions.

Contents

REGULARS



012

FIRST DRIVES

This month: BMW M5 CS, Cupra Leon 300, Ram 1500 TRX, Porsche Taycan Turbo Cross Turismo and Maserati Quattroporte Trofeo

036

IGNITION

A fruity Opel and a luscious Lancia, the father-and-son BTCC stars now building historic, and how you could test drive a Capri Laser

057

LETTERS

The EV debate rumbles on, the GR Yaris is pretty much perfect as it is thank you very much, and our verdict on the M340i can't be faulted

061

COLUMNS

Meaden's questioning his car fandom, Bovingdon wants us to keep an open mind about where we get our thrills, and Porter wonders if Jaguars have feelings too

100

SUBSCRIPTIONS

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

126

LONG-TERMERS

A new Aston Martin has joined our fleet, as has an oft-overlooked Vauxhall. Meanwhile our Clio 182 has been restored to good health and the modified 993 Carrera gets an expert second opinion

146

THE KNOWLEDGE

It's the data section that other car magazines copy from when they need accurate figures. (We have evidence, guys.)

162

EVO ARCHIVE

That time Richard Meaden got a Maserati 250F out to the Nürburgring to celebrate the 50th anniversary of Juan Manuel Fangio's most awe-inspiring race

BUY TYRES ONLINE WITH LOCAL FITTING

At checkout, use code

EVOFIVE
for 5% OFF*

2 or more eligible tyres

T&Cs Apply



2,500+

UK Fitting Centres



1.5 MILLION+

Motorists Buy Their Tyres Online With Us



RATED EXCELLENT

Over 90,000 reviews on Trustpilot



blackcircles.com

click & fit[®] tyres



**Auto
EXPRESS**

BEST SITE

2020

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 31/12/2021. 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.



EDITORIAL

020 3890 3890

eds@evo.co.uk

www.evo.co.uk

evo, Autovia Limited, 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

Steve Sutcliffe

GROUP WEB EDITOR

Steve Walker

EDITORIAL DIRECTOR

Steve Fowler

CONTRIBUTING WRITERS

Antony Ingram

Brett Fraser

CONTRIBUTING PHOTOGRAPHERS

Tim Andrew

Gus Gregory

Andy Morgan

Dean Smith

IT WOULDN'T HAVE BEEN POSSIBLE WITHOUT

Peter Allen

Jonathan Baker

Peter Tomalin

Bedford Autodrome

Ed speak



IT'S BECOMING EASIER TO BE EVER MORE

cynical in this game. Cars are getting heavier because of the unnecessary tech being added to them to inflate the retail price. They chase outright speed and performance at the cost of involvement and accessibility because the former provides a quick-hit marketing win. They carry asking prices that are no longer relevant in the world of finance and monthly payments. It's an endless spiral of decline for the driver's car.

Or there's the alternative narrative that says we are entering a golden era of next-generation driver's cars. So far this year we have driven a GT Black Series (pictured) of such potency it's hard to imagine it came from a manufacturer that also makes the B-class, three new BMW M-cars that continue the purple patch started by the M2 Comp and CS, and a new 911 GT3 that defines the art of precision engineering as it harnesses detailed and significant improvements that allow it to move the game on from its predecessor, even if those gains aren't in the direction all would want them to be.

Meanwhile, Alfa Romeo's GTAM, despite bucking the modern trend in that it's not significantly quicker than a Quadrifoglio, delivers an experience and sensations that are hard to find in any car, let alone one with four doors. And Hyundai has created another hot hatch to remind us all that driving thrills can still come in perfectly small and affordable packages.

Yes, we would like cars to be smaller, lighter, more affordable and less reliant on complex technology to make them work as intended. But if the choice was to have the performance cars we have today or none at all, I know which I'd take.

AFTER A FEW YEARS with the shutters down, I'm pleased to announce that from 9 June the **evo** shop will be open once again. We'll be offering a range of branded merchandise, current and back issues, subscriptions and a selection of **evo** gifts for you to buy, along with products from **evo** partners. Visit www.evo-shop.co.uk

Stuart Gallagher, Editor @stuartg917

■ THE NEXT ISSUE OF EVO WILL BE ON SALE WEDNESDAY 7 JULY

FUND YOUR PASSION

Luxury, classic and supercar
finance direct from the lender

Advances between £25k and £750k
For a competitive quote call
020 3355 0047 or visit **jbrcapital.com**

Finance and terms subject to status.
JBR Capital Limited is authorised
and regulated by the Financial Conduct
Authority. Firm reference number is 682493.

JBR
CAPITAL



ADVERTISING

020 3890 3890

ads.evo@autovia.co.uk

31-32 Alfred Place, London, WC1E 7DP

GROUP ADVERTISING DIRECTOR

Steve Machin

ADVERTISING DIRECTOR

Ciaran Scarry

CLIENT SALES MANAGER

Neale Salt

neale_salt@autovia.co.uk

020 3890 3849

ACCOUNT MANAGER

Demi Davies

demi_davies@autovia.co.uk

020 3890 3731

NEWSTRADE DIRECTOR

David Barker

SENIOR OPERATIONS MANAGER

Kerry Lambird

COMMERCIAL PUBLISHER

Sarah Perks

CLIENT SALES MANAGER

Pierre Clements

pierre_clements@autovia.co.uk

020 3890 3902

ACCOUNT MANAGER

Miles Taylor

miles_taylor@autovia.co.uk

020 3890 3989

DIRECT MARKETING MANAGER

Hannah Manning-Swallow

SENIOR PRODUCTION MANAGER

Daniel Stark

HEAD OF PRODUCTION

Stephen Catherall

CREATIVE SOLUTIONS

HEAD OF COMMERCIAL DESIGN Rob Callaghan

GROUP PROJECT MANAGER Avril Donnelly

LICENSING & SYNDICATION

SENIOR GROUP LICENSING MANAGER Carlotta Serantoni

LICENSING & SYNDICATION MANAGER Nicole Adams

PUBLISHING

PUBLISHING MANAGER Holly Jerram

DIGITAL BRAND DIRECTOR Amrit Baidwan

AUTOVIA LIMITED

CEO AUTOVIA MEDIA Nicola Bates

CHIEF FINANCIAL OFFICER Kerry Okikiade

AUTOVIA GROUP CEO Andy Oldham

EVO WORLDWIDE

Australia Jesse Taylor Czech Republic Petr Ehrlich
France Patrick Garcia India Sirish Chandran
Italy Piero Bacchetti Middle East Bassam Kronfli
Singapore Sheldon Trollope Slovenia Matjaž Korošak
Spain Javier Arús Turkey Bahadır Bektaş

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 £59.88, Europe £73, USA \$90, Rest of World \$90, 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 © Autovia Limited 2021 (Autovia Limited is part of the Dennis Group). All rights reserved.
Evo is a registered trademark. Evo is published by Autovia Limited. Autovia is a trading name of Autovia Limited, registered in England and Wales no. 13018565. Registered address: 31-32 Alfred Place, London, WC1E 7DP. VAT number: 494 6163 17

Printed in the UK by Walstead Roche. Distributed by Marketforce UK Ltd, 3rd Floor, 161 March Wall, London, E14 9AP. 0203 787 9101. www.marketforce.co.uk
ISSN 1464-2786 USPS 024-183



THE UK'S FIRST



WI-FI

Only BT's **hybrid broadband** gives you an
unbreakable home connection backed up by 

Why settle for anyone else?
Search BT hybrid broadband.



88% UK availability. 4G coverage and BT fibre required. 4G network connection takes up to 175 seconds. To verify visit [BT.com/verifyhybrid](https://www.bt.com/verifyhybrid)

Driven



by JETHRO BOVINGDON PHOTOGRAPHY by ASTON PARROTT

BMW M5 CS

That it's the most powerful BMW ever is almost a side issue; the CS's talents run so much deeper than its headline 626bhp

W E'VE BEEN HERE BEFORE: MORE power, less weight, a sprinkling of detail changes to aero and suspension, 'Gold Bronze' wheels and a little badge that says 'CS'. It worked for the M2 and now we get to see if the transformative effect of relatively subtle upgrades is upheld when the basis of the package is an M5 Competition. Subtle or not, the gentle massage for the 4.4-litre twin-turbocharged V8 has created quite a headline. The M5 CS is the most powerful BMW ever. An eye-watering £140,780 buys you a supersaloon with 626bhp, 553lb ft and the capability to hit 62mph from rest in 3.0sec.

It's easy to get transfixed by the numbers.

But you know what? They disappear like dandelions in a breeze when you're holding on to the Alcantara-trimmed wheel and flicking the long ears of carbonfibre located behind it. Not that you need to, really. The M5 CS will flatten you into the seat from 3000rpm, so you could conceivably use only 5th and 6th gears for any of your favourite roads and still set a startling pace.

But you won't. You'll want to feel the V8 at full force, not just because the thrust is addictive but because of the effect it has on the chassis. The effect you have on the chassis. The M5 CS is ludicrously fast, it's no featherweight and a carbonfibre bonnet and lightweight seats only work to emphasise the redundancy of a





'track-focused' saloon car of this scale and heft. But there's a magic about this car. All that glitters is not gold? Not in this case. The M5 CS is something truly precious. A supersaloon with nuance as well as black-out performance, with playfulness to layer on top of its sheer cross-country speed. Oh, and charisma. Bucketloads of the stuff.

Visually, the M5 CS is distinguished by those Gold Bronze embellishments, a 7mm drop in ride height (compared with the standard M5), new cooling channels cut into the carbonfibre bonnet, an exposed carbonfibre front splitter, rear diffuser and wing mirrors, plus a little flick of the lightweight material on the bootlid. The suspension adopts adaptive dampers originally developed for the M8 Gran Coupe and revised here for the CS and its more hardcore dynamic remit. Although they offer greater wheel control, BMW claims that they're also more compliant than the items fitted to the M5 Competition. The sparkling 20-inch wheels are usually wrapped in P Zero Corsas measuring 275/35 and 285/35 front and rear respectively, but our car was delivered on Michelin Pilot Sport 4S rubber. And given the

'The M5 CS is a supersaloon with nuance as well as black-out performance'

leaden grey skies that's probably a good thing.

For some the M5 CS will look too 'ordinary' and its 5-series roots will always be too large an obstacle to overcome for a car priced above the Porsche 911 Turbo and very close to a Bentley Continental GT. I get that. Yet I find the aesthetic of the CS irresistible. M5s have always been subtle but had a powerful, almost sinister aura about them and this latest version honours that tradition. The Gold Bronze kidney grille sounds tasteless but works beautifully and, in combination with the thin-stemmed alloys and the barely-there ride height, particularly at the rear, the CS looks deliciously no-nonsense. You

don't want to look it in the eye for fear of the reprisal. Which is just the way it should be.

Swing open the door and, strangely, you get a sense of an extremely light car, which is at odds with the reality. Thank a very clever door mechanism with feathery resistance rather than any trick lightweight materials. BMW claims the CS weighs 1825kg, some 70kg less than the Competition, a big chunk of which (23kg) comes from the standard-fit ceramic brakes. The M Carbon bucket seats are lighter, too. They're the chairs available in the new M3/4, with hollowed-out backrests and a significant carbonfibre hump separating your thighs, but the shape and support works perfectly for me and they gain extra cool points for the Nürburgring logo embossed into the head restraint. Or should that be cringe points? You decide. They also free up rear passenger space. Useful, as everyone you know will want their turn in the individual rear buckets.

The rest of the cabin is pretty straightforward BMW 5-series stuff with a few nice CS extras, most notably the lovely carbonfibre gearshift paddles taken from the new M3 and M4. Incidentally, the CS is only 95kg heavier than the

M3 Competition. And that's reduced to a scarcely believable 45kg if you specify the xDrive version of its 'little' brother. The steering wheel itself is a shade on the large side, but the Alcantara rim isn't overstuffed and generally there's an inherent rightness that, for me at least, overshadows any concerns about the CS being too conventional to make sense at this stratospheric price. It's business-like but the playful touches elevate it just enough.

Playful. A key word that pretty much defines the M5 CS. At speed it really is remarkably agile for a car of this size, but more than anything else it's fully in thrall to your commands and seems to have multiple personalities, too. Initially you'll drive it as you would any hugely powerful supersaloon – circumspect on entry in deference to its size and the big engine up front, laying into the torque once you spot the apex and then indulging in the sense of the rear wheels locking you on line. Do that and the CS feels impregnable. Irresistible. It has that old supersaloon 'unstoppable force' thing in abundance. But there's so much more still to discover.

Before we get there let's explore the other dynamic facets of the M5 CS. As we recently discovered with the M5 Competition (*evo* 286), the 4.4-litre 'TwinPower Turbo' V8 isn't blessed with much aural drama if you're accustomed to or gravitate towards AMG's more visceral take on the theme. In fact, if you open the carbonfibre bonnet at idle (you should, just to enjoy the underside artistry) the engine sounds spectacularly ordinary. A rather thin concoction of taps and whirs with no bass or depth at all. Circle around to the rear of the car and a generic flat boom is emitted from the sawn-off tailpipes.

Inside, things are a little more exciting. Not just because the engine has quite staggering energy, but because the new, stiffer engine mounts transmit just enough of its intent into the CS. Balancing the refinement required for this type of car with the attitude and edge appropriate for the most powerful M division model ever

built must have been a tricky path to navigate, but I think it's finely judged. In combination with the uncompromising seats, the firm ride and the decisiveness of the eight-speed automatic gearbox, there's no question that this is a very special 5-series.

What of those new dampers? They're transformative. At low speeds the CS has a ride quality that's just on the right side of acceptable even in Comfort mode, but immediately you sense more control than in the Competition and greater sophistication, particularly at the rear. Bumps that would trigger a rapid deployment of traction control in the Competition are absorbed with quiet calm, and as speeds rise the difference in composure only grows. I'm not going to say that the CS ever morphs into a Conti GT – the ride is always aggressive and at times passengers will not be impressed – but the wheels trace the surface brilliantly, which in turn provides superb steering response, mid-corner tenacity and traction. This car delivers so much confidence. It feels smaller than it is, too. Like a wildly powerful M3 rather than a pared-back M5.

Below: M5's suspension has been comprehensively reworked and it shows in its steering response and composure at speed; CS also feels smaller than it is



Driven



Finding your perfect CS is not the work of a moment as there are so many settings from which to choose. The easiest decision is to go for 4WD Sport and MDM mode for the traction control on your MI button. But then what? Comfort suspension is great for everyday driving so another no-brainer. Then perhaps Comfort for the steering, Sport for the engine and maybe D2 for the eight-speed automatic 'box. Configuring M2 is even more fun. Sport dampers rein in the body nicely and, for me, actually improve the ride on bumper lanes. Tick. Sport steering also adds a bit of weight, useful when there's little texture coming back. Another tick. I'd stick to Sport for the engine too, as Sport Plus is a little binary. DSC Off works for me. Now comes the real agoniser. Should you stick with 4WD Sport or go RWD?

Surprisingly the answer couldn't be simpler. Select RWD and you can have an awful lot of fun and an awfully big accident. There's just too much torque. The V8 is fantastically powerful and picks up hard from as little as 2000rpm. In cold, damp conditions this means the CS will easily light up its rear tyres in, say, 5th gear from 3000rpm at 80-plus mph. Even in the dry the rear tyres are in a losing battle way up towards motorway speeds.

Left: M Carbon buckets seats are superb; rear seat passengers get their own individual buckets, too; standard-fit carbon-ceramic brakes save 23kg

Amusing but ultimately distracting. So stick with 4WD Sport. Now you can attack.

The revelation comes quickly. You've been driving the CS like any other supersaloon and enjoying its slow-in, fast-out approach. Maybe even with a little flourish of oversteer on exit. But soon you realise there are more options. Carry speed in. The front is accurate and faithful. Don't wait. You can lean into the torque early and the CS will hold its line and haul onto the next straight with ferocious force. The acceleration never lets up and the 'box has such short ratios that every upshift barely seems to dent the dizzying rush. It's like some sort of supersized Caterham in that respect. The shifts themselves are fast with a nice touch of brutality but it remains a disappointment that the M5 no longer has a dual-clutch gearbox. The auto gets close but can't match the clinical speed of M DCT.

It's a fleeting disappointment as the next corner approaches fast. The carbon-ceramics are maybe a shade too aggressive when they first bite, but there's no question of fade, and this time I throw the CS at the apex as I might, say, a GR Yaris: fast steering input, off-throttle and right at the limit of what I think the front tyres will take. Another layer is peeled back. The CS locks cleanly onto line, the rear slips just a few degrees wide and the angle stabilises as the torque once again loads the rear wheels. Correction is simple and although

there's just a tiny hint of the 4WD system's work as the car straightens and snatches ever so slightly as it does, it's a small price to pay for such confidence, stability and free and easy access to the wonderful balance this car possesses. The M5 CS doesn't just tolerate being driven in such a combative style, it positively relishes it.

In truth, I'm more than a little awestruck by the M5 CS. It is, of course, absurdly fast, extremely expensive and it's no lightweight purist's car. Yet, for all that, it has character and a sense of purpose that's rare. Moreover, we're witnessing a phenomenon where many sports cars are trying to be all things to all people. They've grown bigger, heavier and more useable. Most have torque-rich turbocharged engines that sound pretty ordinary and sometimes it's easy to forget they're sports cars at all. The CS starts from a much less promising package and yet manages to feel special and alive on every journey. Never mind the fantasy three-car garage, the M5 CS makes a strong case that just the one will do. **X**

Engine V8, 4395cc, twin-turbo **Power** 626bhp @ 6000rpm
Torque 553lb ft @ 1800-5950rpm **Weight** 1825kg (349bhp/ton)
0-62mph 3.0sec **Top speed** 189mph (limited)
Basic price £140,780

+ Outrageous performance; sparkling, indulgent chassis
- DCT would add even more sharpness; it's a bit pricey

evo rating ★★★★★

**'Select RWD and you
can have an awful lot
of fun and an awfully
big accident'**



by STEVE SUTCLIFFE PHOTOGRAPHY by ASTON PARROTT

Cupra Leon 300

The new hot Leon is here, and it's out to rattle the hot hatch establishment

FORGET THE CURIOUS BRANDING AND the long-winded official name, because once you look beyond such obstacles the Cupra Leon 5dr 2.0 TSI DSG-auto Petrol 300 is actually a cracking hot hatch. One that combines searing pace, arresting looks, decent practicality and a fine chassis, all under one (in this case) Petrol Blue Matt roof. And it's all yours from just £35,030.

I say 'just' because essentially the Leon 300 is a Golf GTI Clubsport wearing a smart new Latin suit but with a price tag that's £2200 more interesting. So even if you don't much care for the styling and

still find the badge confusing, you can't argue with the underpinnings or the price.

As it turns out, the Leon 300 is actually rather more than just a restyled Golf GTI Clubsport with copper wheels (which, for the record, aren't being offered in the UK for the time being, ditto the matt paint). Dynamically it has its own personality. It feels perkier yet at the same time more focused than the VW on which it's based, with a precision to its steering and damping that make it feel notably sharper on the road, and the GTI Clubsport isn't exactly a blunt instrument in the first place.





The engine and gearbox are familiar VW Group items. The 2-litre, four-cylinder turbo unit has been mapped here to produce the same 296bhp and 295lb ft as in the Clubsport, while the gearbox is the same excellent seven-speed dual-clutch paddleshift unit as in the Golf. On paper the chassis, steering and brakes are much the same as well, but as with all the other oily bits (and most of the electronic elements too) Cupra's engineers have gone their own way on set-up, their intention being to create as much of a bespoke driving experience as they can while using the same fundamental components. And in most respects they've done a really decent job.

Take, for instance, the way in which you disable the stability control system. In any of the quicker Golfs nowadays, disabling ESC takes five or six taps and swipes as you navigate your way through various menus to reach the desired setting. In total it takes at least ten seconds – distracting ones if you're on the move – even if you know

exactly what to do. In the Cupra you press a single button down on the centre console, the one with the familiar skidding car symbol on it, hold it there for a couple of seconds and, bosh, you're good to go.

In a way this serves as a general metaphor for the difference in approach between a Cupra and a hot VW, period, for although the Leon 300 is still digital in much of its componentry, it feels refreshingly analogue in character. Never more so than on a decent B-road, where its mix of good

old fashioned mechanical grip from a quartet of 235/35 Bridgestone Potenza S005 tyres, plus a sizeable dose of electronic wizardry from its limited-slip differential, combine to make it quite some weapon. That's in the dry, at least; on wet roads it can struggle with all that power available across the front axle.

Select the right drive mode – there are four to choose from, Sport being the best option for fast road use – and the steering is surprisingly light, and while it doesn't bristle with feel you can still place the car accurately. The ride is also much better than those of many previous quick SEATs/Cupras, with the dampers producing a useful balance between bump absorption and control.

Select Cupra mode and everything goes up a notch again. The dampers become stiffer and sharper but less compromising in their ability to deal with imperfect road surfaces, so it's best to forget this mode unless you're driving across a snooker table or, indeed, around a track. The

**'It is rather more
than just a restyled
Golf GTI Clubsport
with copper wheels'**



Above: interior gets a 10in navigation system as standard; full nappa leather in black or blue is part of a £1730 upgrade to 'VZ3' trim – basic 'VZ2' cars get the same sporty seats but in a PVC-and-cloth combo



mapping for the throttle and gearbox also become more aggressive in Cupra mode, mostly in a good way, although if you leave the gearbox to its own devices it has a habit of sometimes holding on to the lower ratios for too long. Even the valving for the exhaust gets fruitier in Cupra mode, with a nice rasp from the tailpipes (which is great) plus the inevitable digitised crackles on overrun (which is not). Of course, you can come up with your own combination of settings in the Individual mode, and the best thing of all is that you can swap quickly and easily between the modes by pressing just one simple button on the steering wheel.

Performance in any mode is strong going on excellent. Zero to 62mph takes 5.7sec, although the Leon 300 feels livelier than that on the road. In the mid-range it feels genuinely rapid and has terrific throttle response, with no real lag to speak of. Aside from the disappointing feel of VW's small, plasticky shift paddles, the gearbox works well, up or down, while the brakes have as much feel and power as you'll find in any of the more serious hot hatchbacks, with an extra delicacy to the pedal's response if you tickle them on the way into a corner.

Do so and the tail pivots around the front axle beautifully, but without ever feeling like it wants to



Above: drive mode button sits beneath the left-hand steering-wheel spoke (engine start button is opposite)

let go. And it's this extra depth of chassis finesse, right up near the limit, that distinguishes the Leon 300 as something just a little bit special. The old GTI Clubsport S had it, the new GTI Clubsport does not, unfortunately, and that's a crucial distinction. Admittedly, though, you need to be driving quite hard on a track to even notice it, and away from the track some of that magic is hard to find,

but the Cupra Leon remains a fast and effective machine nonetheless.

Elsewhere it's a tough car to ignore, and not just because of the snazzy wheels and military paint job of this test car. The cabin is as practical as a Golf's and equally well equipped, with a 10-inch touch-control infotainment system, switchable TFT instruments, impressively supportive seats, plus a full array of driver assistance systems that can be added to by plundering the options lists. Not that there's much the Leon 300 doesn't come with in standard spec.

Bottom line: the Leon 300 is as quick as a Civic Type R on a track, maybe even a touch more useable and broader-ranging in its appeal on the road, and it comes with all the space and kit you could ask for in a hot hatch at this elevated price level. A comparison test between it, the GTI Clubsport and the mighty Honda beckons. **X**

Engine In-line 4-cyl, 1984cc, turbo
Power 296bhp @ 5300-6500rpm **Torque** 295lb ft @ 2000-5200rpm **Weight** 1415kg (213bhp/ton) **0-62mph** 5.7sec
Top speed 155mph **Basic price** £35,030

+ Great chassis, crisp steering, strong performance
- Struggles in the wet; no manual option

evo rating ★★★★★



LEATHER **WEAPON**

JOIN THE RANKS OF GYEON'S SPECIAL SENSITIVE MATERIALS UNIT AND LEARN HOW OUR Q'M LEATHER CLEANERS WORK, REMOVING OILY RESIDUES AND GRIME FROM YOUR LEATHER UPHOLSTERY WHILE PRESERVING ITS FACTORY FEEL AND FINISH.

GYEONQUARTZ.COM

GYEON[®]



by JETHRO BOVINGDON

Ram 1500 TRX

There are giant pickups, and then there's Ram's 692bhp Hellcat-engined 1500 TRX, designed to tackle off-road terrain at 100mph and run right over Ford's rival Raptor – and pretty much anything else that might get in its way

THERE'S NOTHING MORE EXCITING THAN waking up early to drive to a trackday. Even better if it's a 'proper' track. Think Spa, Silverstone or the Ring. You've checked levels and tyres and planned your breakfast stop en route to the circuit. The pain of paying out several hundred pounds recedes as your adrenaline levels start to gently percolate; the fear of mechanical issues is neatly packaged away in a box deep within the recesses of your brain, and very soon you'll get to feel the freedom of driving as fast as you dare, surrounded by like-minded friends and strangers who nevertheless feel like brothers and sisters in arms.



To understand the Ram 1500 TRX requires you to capture that feeling and transplant it into a different environment. One very alien to those of us in Europe. It's Sunday morning. Early. The sun is already taking the chill from the air and another gorgeous day begins in California. You are wisely avoiding one of the endless Cars & Coffee events and instead head out of the city. The freeways are quiet and, as you point inland, you're pretty soon sharing the road exclusively with Jeeps with lifted suspension and pickups pulling trailers with motocross bikes or ATV buggies. They're heading to one of dozens of OHVR (Off Highway Vehicle Recreation) parks for a kind of off-road trackday.

And so are you. In a pickup truck with a 692bhp 6.2-litre supercharged V8 and tree trunk-sized Bilstein Black Hawk e2 adaptive performance dampers that soak up so much punishment they should be called Black Magic. In the next few hours you'll be sliding across dry lake beds in Baja mode, leaping this 2880kg monster over yumps that will send it six feet in the air, and generally doing whatever the hell takes your fancy.

Rock-crawling? No problem. Living out all your Rally Raid fantasies over desert floors and dunes? Absolutely. Nothing is off limits.

These places are vast (Hungry Valley, for example, is 19,000 acres, and if that feels too

restrictive you could always head a little further afield to Johnson Valley and its near-200,000 acres of varied terrain) and – get this – free to use. Just roll up, meet your friends, check out a map to see what area you'll explore – and drive.

No marshals. No noise issues. No angry walkers or cyclists. Just the wilderness and a booming V8 soundtrack. Sounds fun, doesn't it?

Of course, you'll have fuelled up before you leave the sealed surfaces behind. Probably twice. The TRX has a 125-litre tank but it's rated at 12mpg (10mpg for city driving) so you burn through it faster than a fuse on a stick of dynamite. But when petrol is on average 56p per litre that

doesn't seem so painful. And in return you get noise from the bowels of Hades, a 0-60mph time of 4.5sec, 0-100mph in 10.5sec and enough torque to tow a house, smash over anything in your path or, as mentioned before, launch the TRX into the air like a full-on Trophy truck.

The TRX, which is available only as a four-door crew cab, costs from \$69,995 in its home market but most will come out at more like \$85,000 after options. That's a very expensive pickup, but the spec is little short of extraordinary. It is very much not the sort of vehicle of which we generally approve, but when you delve into the details you can't help but be a little bit in awe of Ram's Hellcat-engined monster.

Yes, the TRX is essentially a near-three-ton permanent four-wheel-drive pickup that's wilfully inefficient. But it also features those trick dampers designed to 'tackle off-road terrain at over 100mph'. It has 13 inches of wheel travel at all four corners, a new front suspension system

with aluminium double wishbones, an e-diff at the rear and a four-wheel-drive system offering Auto, Snow, Tow, Baja, Mud, and Sand & Rock modes. Baja sends 75 per cent of torque to the rear tyres. It has a reinforced frame, five skid-plates, a unique dual-path intake system with incredibly effective filtration of sand, dust and water, and a Jump Detection mode to protect against sudden spikes in power. Maybe it's not quite as focused as, say, a GT3 RS for its intended purpose, but it definitely has the engineered might of a Nissan GT-R in its own chosen arena of warfare.

The TRX is huge. Even Americans think it's huge. At 5916mm it's nearly 800mm longer than a Bentley, 327mm taller and 225mm wider. It weighs the same as two and a quarter GR Yaris or just over three Elise Sport 240 Final Editions. Climb way up into the cabin and the impression of size doesn't fade one bit. Perched way above even the biggest SUVs, gripping the huge steering wheel and surveying the really rather nice interior,

everything feels faintly ludicrous. However, there is something strangely gleeful about being in control of something so over the top. When the engine booms into life that excitement builds, too.

The blown 6.2-litre V8 is really, bone-jarringly loud. It's how you remember the General Lee sounded, except that when you blip the throttle there's an intense supercharger whine that cuts through the bass. How can it weigh 2880kg and yet have no sound insulation? Who knows? At this moment, who cares?

Fittingly, given the scale and the demented soundtrack, everything the TRX does is exaggerated. The 325/65 R18 Goodyear Wrangler Territory tyres have a 35-inch diameter and, although they're quiet and precise by off-road standards, they slap and rumble against the surface and the TRX squirms on fist-sized treadblocks. This disconnect, piled on top of the sensation of body and frame being slightly out of kilter that's peculiar to pickups with separate





Left and above: America's HVR (standing for Off Highway Vehicle Recreation) parks are just about big enough to find out what the TRX can do; cabin is lavishly equipped, but then the TRX is pricey for a pickup

chassis, means that the TRX is not exactly what you'd describe as 'agile' on twisting roads.

The Hellcat engine is hilariously vocal but even 650lb ft can't quite move the TRX with the vigour you'd expect. The eight-speed automatic gearbox thumps home shifts but the performance just isn't quite as comical as you'd hope for. It feels quick but nothing like as brutal as, say, the aforementioned Bentayga at full flight. And even in Baja mode the balance, should you choose to ignore the howling tyres, is very much nose-led. Unlike Ford's super-truck, the genre-defining Raptor, there's no rear-drive mode here. But then the idea of getting six metres of truck sideways on the road doesn't really bear thinking about. Instead simply revel in the noise and bathe in the aura of invincibility. You really do just want to aim it at parked cars or small buildings to see if it might just drive clean over the top of them without noticing.

Yet for all the drama the TRX is mildly disappointing after the initial five minutes of

exposure. It's loud and raucous but never feels good for a 4.5sec sprint to 60mph and the weight is all-pervasive. Certain SUVs really do shrug off their size and mass but the TRX never even gets close. It's more exciting than a Raptor and the chassis has a little less wobble... but the Ford copes better on the road and rear-drive mode almost makes you forgive a flag-waving pickup with a dull 3.5-litre EcoBoost V6, too. Almost.

Then tyres meet dirt, gravel or sand. And suddenly the TRX feels at home. Baja mode allows plenty of tail slip, the supercharger screams its approval and those Bilstein dampers get to work. The TRX doesn't quite float over the surface but it's remarkably fluid and breathes with rapid, wicked-looking dips and humps. When the wheels do lose contact with the surface the recovery is quick and decisive and the TRX literally never bottoms-out. This near three-ton missile will sail for miles at five or six feet in the air and reconnect with serene calm. It's quite an experience to land a jump that your brain tells you should result in dampers bursting through the bonnet, a broken sump and a long wait in the middle of nowhere for recovery, only to find yourself accelerating hard towards the next crest ready to do it all again.

So, should you find yourself in the position

to experience this sort of terrain on any given weekend, the TRX is quite the tool. Imagine the joy of a free trackday every weekend, only the track goes for miles in every direction and you can choose any configuration your imagination can come up with. And during the week the noise, faintly absurd aesthetic and the sheer unapologetic lunacy of the Ram 1500 TRX might just keep you amused and make that asking price a little easier to swallow. It is a fantastically stupid passenger vehicle. However, if you truly immerse yourself in this world and commit to weekends jumping dunes and washing sand and grit out of your hair and eyes, there is a better way. Small, light and utterly focused, something like a Polaris RZR is surely the answer. By all means get a pickup and live the American dream. As long as it's towing a turbocharged ATV behind it, you don't need to spend quite this much money. **X**

Engine V8, 6166cc, supercharger **Power** 692bhp @ 6100rpm
Torque 650lb ft @ 4800rpm **Weight** 2880kg (245bhp/ton)
0-60mph 4.5sec (claimed) **Top speed** 118mph (limited)
Basic price \$69,995 (Launch Edition \$88,570)

evo rating ★★★★★

➤ Brilliantly capable off-road, eats Raptors for fun
 ➤ Wouldn't be at home on UK roads. Or any roads, to be fair



by ADAM TOWLER

Porsche Taycan Turbo Cross Turismo

The estate version of Porsche's electric saloon is here. Just don't read too much into the plastic cladding

YOU COULD BE FORGIVEN FOR THINKING that the Taycan Cross Turismo is *evo*'s worst nightmare. Not only is it a 2.3-ton electric vehicle, it's also a rather unusual form of crossover, and let's be honest, that particular genre has yielded some of the most pointlessly compromised and thoroughly vacuous vehicles ever to pass down a production line. The Vauxhall Adam Rocks. The BMW X6. It's a rogues' gallery, make no mistake.

The Taycan Cross Turismo is an entirely different proposition, however. You may have seen footage of it flamboyantly blasting along gravel tracks like a

doomed prototype enduring destruction testing, but while it will indeed do that (at potential cost to the underside of the car if you're brutal about it), this isn't some jacked-up Taycan with phoney off-road pretensions. It may have plastic wheelarches and, yes, its default suspension setting is 20mm higher than a Taycan saloon's (or 30mm with the off-road package that makes the default level 'High' and includes the extra sill cladding and winglets shown on this car), but it can also be lowered to somewhere between Low and Medium on a saloon. Got all that? Good.

Crucially, thanks to the fundamental packaging

of electric vehicles of this kind, when you're standing beside the Cross Turismo it feels every bit as low and lean as the Taycan saloon. The result is a car with massive presence – one that turns heads more than the its maker's sports cars. It is unmistakably a hyper-estate.

The Taycan is currently significantly reshaping Porsche's business model. Consider that in the UK one in every three new Porsches sold is a Taycan, and that the Cross Turismo is already accounting for a third of Taycan sales. This Turbo model has a list price of £116,950, and that soon rises with a few options. Our test car is £141,687, for example.



Sure, the development and infrastructure costs of bringing the Taycan to reality were astronomical, but the company accountants must be smiling every time a Taycan order rings through, especially one in this kind of spec.

The Turbo sits above the 4 and 4S and below the Turbo S in the range. It offers the same power as the Turbo S in normal running at 616bhp, but whereas that figure rises to 671bhp in Launch Control mode for the Turbo, it goes to 750bhp in Turbo S. Similarly, there is up to 627lb ft of instant torque during launches in the Turbo, but 774lb ft in the S model.

‘It’s a car with massive presence, unmistakably a hyper-estate’

Still, the Turbo clearly has some massive numbers attached to it (including a kerb weight of 2320kg) that then enable some very small figures, namely 3.3 seconds to 62mph from rest, and

perhaps more impressively, less than two seconds to sprint from 50 to 75mph.

In terms of the car’s technology there’s enough to talk about to fill a dissertation, not just a straightforward first-drive piece. So I’ll bank on you already having an appreciation of the Taycan’s battery, charging and equipment story, and concentrate instead on how the car feels. Which is very comfy-cosy indeed from behind the wheel in its stylish cabin, a glance over the shoulder revealing that this particular car has the ‘4+1’ seating option, which, yes, you do have to pay extra for. Obviously. Despite this being such



Left: 21-inch 'Cross Turismo Design' wheels are a £2282 option, plus £114 for the full-colour Porsche crests on the wheel centres. **Bottom right:** agility- and stability-enhancing rear-axle steering adds a further £1650

a large car the rear accommodation is still centred around comfort for two, with the middle pew a more occasional perch. And while the idea of the estate body promises a lot more space, the luggage capacity only rises by 39 litres with the rear seats in place, although there's a useful 1170 litres in total with them folded.

Driving the Cross Turismo is a very interesting experience. It lopes along with a soothing ride quality, the optional 21-inch wheels only making their presence felt at very low speeds. Surrounded by acoustically insulated glass (that'll be £1301), all is deeply serene, and in truth it's a wonderful way to travel. The instantly available performance is absolutely immense, and leaves any other traffic standing, so much so that you soon realise the secret to driving the Cross Turismo is a healthy degree of circumspection with the right-hand pedal. Just because it's there doesn't mean you have to use it, however easy the performance is to access, and of course exercising restraint improves the vehicle's endurance as well. (The Cross Turismo's range is quoted as being 245-281 miles on the WLTP cycle, but once that figure

drops below 100 the nerves can begin the jangle.) Restraint is also required when enjoying the car's dynamic ability. Make no mistake, it has plenty; given its size and weight it can hustle along with a rabid intensity that verges on the alarming, aided by unshakeable four-wheel-drive traction and freakish agility, boosted here by optional rear-wheel steering. It's only when you enter a classic 90-degree B-road corner a little hot that the realisation of how much mass is rocketing along suddenly hits you – how big a hole in the scenery you'd punch if things really got out of hand. And because of its size and weight, and the rather two dimensional act of driving an electric vehicle – just two pedals, no engine sound, although there is a synthesised soundtrack – the Cross Turismo really needs the right roads if you're actually to gain any of the 'Thrill of Driving' from it. On the lanes of the Home Counties driving it hard can all feel a bit reckless, and not that enjoyable.

However, this car's greatest single flaw is one not of its making. It's not Porsche's fault that the charging network in the UK currently falls some way short of where it really needs to be. The spectre of range anxiety and the potential for driving out of your way to recharge, and waiting somewhere undesirable to do so, is distinctly unappealing to many, just as there are obviously those with a lifestyle where electric car useage fits comprehensively. These issues will surely be resolved in time. For now, it's a Marmite



proposition. That said, it shouldn't take away from the fact that the Taycan Turbo Cross Turismo is a deeply desirable and convincing crossover. Now there's a thing. ☒

Motors Two, 460kW total **Power** 616bhp (671bhp with Launch Control) **Torque** n/a (627lb ft with Launch Control) **Weight** 2320kg (270bhp/ton) **0-62mph** 3.3sec **Top speed** 155mph (limited) **Basic price** £116,950
 + A convincing and crushingly capable crossover
 ■ Needs big roads, and more charging stations

evo rating ★★★★★

From the **Silverstone Auctions** team

Introducing an additional route to market; a new, online-only platform

Classic cars | Competition cars | Modern sports cars
Supercars | Electric & Hybrid cars | Motorhomes
Motorcycles | Numberplates & Automobilia



Contact us **TODAY**,
sell next week,
with **NO FEES**



automotiveauctions.co.uk | +44 (0)1926 919199

No one know auctions better



by STUART GALLAGHER PHOTOGRAPHY by ASTON PARROTT

Maserati Quattroporte Trofeo

The rarely spotted Italian supersaloon is still on sale, and in new Trofeo guise it's better than ever

DON'T BE EMBARRASSED IF YOU THOUGHT Maserati had quietly put the Quattroporte out to pasture while it focused on launching the Levante SUV, revealing a hybridisation strategy for the smaller Ghibli saloon and throwing its MC20-branded cap into the mid-engined hybrid supercar ring. I had too. Then a trio of new Trofeo models were announced earlier this year, amongst them a Quattroporte version.

In the nine years since this sixth-generation Quattroporte was launched, BMW and AMG have introduced two generations each of the M5 and E63 respectively, Audi has had two new RS6s and Jaguar has killed off the XJ. Yet still the Quattroporte catches your eye when you see it loitering in a car park, and not solely because you're about to exclaim, 'Look! It's a Quattroporte! When was the last time you saw one of those?' Rather because it still looks refreshingly cool compared to its more uptight German rivals.

Well, from the front it does, its low nose combined

with Italy's answer to today's trend for exaggerated frontal design giving it a pseudo hot-rod look. The rear is less successful, lacking any real flair, but the overall low-slung appearance and simple approach to the four-door's aesthetic results in a car that has to work less for your attention.

For the Trofeo, which replaces the GTS, Maserati has had a thorough read of the *How to Upgrade Your Supersaloon* handbook. Styling updates amount to some discreet red flashes on the front wings, red stitching inside and carbonfibre liberally applied inside and out. There's much more to the mechanical upgrades, however, starting with the Ferrari V8. Capacity stays at 3.8 litres, but there is a new pair of higher-flow twin-scroll turbochargers, the pistons and con-rods are a new design to allow the engine to achieve its increased peak outputs more effectively, and new camshafts and valves have been installed within a pair of freshly designed cylinder heads to improve combustion efficiency and performance.

Those hoping for a roaring V8 on start-up will be disappointed; instead an incredibly quiet and refined engine note belies the 572bhp available – up from the GTS's 527bhp. Mated to the ubiquitous ZF eight-speed gearbox it makes for an impressively refined powertrain, with credit due to those responsible for mapping that brings an unexpected cohesion between engine speeds and ratios, something that not all rivals can claim. In Drive it takes some clumsy driver inputs to instigate a flare of revs with an unnecessary downchange or the embarrassment of hanging on to a gear for too long. You can of course use the well-sized and neatly crafted paddles (mounted to the steering column for a bonus point), and you find yourself doing so more often than not because the Trofeo feels like that kind of car, one that encourages you to be part of the proceedings.

Extend the V8's revs and it manages to deliver a sprightly rather than explosive performance. With a kerb weight of 2000kg resulting in a power-to-weight



Top right: twin-turbocharged 3.8-litre V8, developed with Ferrari, produces 572bhp in this latest evolution. **Above:** chassis is softer than you might expect, but it's an approach that serves the Quattroporte well

ratio of 291bhp per ton, the Trofeo is never going to feel feral, but its 538lb ft of torque certainly helps keep the mid-range alive, even if the engine feels like it's running out of shove before peak power arrives at 6750rpm. Despite this, a glance at the speedo indicates you've reached a higher speed than you thought sooner than you expected.

As well as using the paddles more often than leaving the ZF unit in auto, selecting the Sport drive mode sharpens the responses further to provide a small additional layer of interaction. And when pushed the big Trofeo doesn't feel like it will trip over itself. The steering is quite light, and the steering wheel diameter is also on the large side by today's standards, but you can be precise





Far left: red detailing helps mark out the Trofeo. **Left:** unlike most of the German supersaloon contingent, where four-wheel drive has become the norm, the Quattroporte remains resolutely rear-driven

with the front end, and while there's no detailed texture at your palms you can still judge when the 21-inch Pirellis are beginning to feel the strain. But there are no surprises to how the rear-drive chassis reacts and much of this is down to its Skyhook adaptive dampers.

Unlike its German rivals there is a suppleness to the Maserati, with the iron-fist approach of BMW M, AMG, Audi Sport etc replaced by a more relaxed gait, allowing the Quattroporte to flow with a calmness as it breathes with the surface rather than trying to beat it into submission.

Revisions to the QP's geo are designed to improve and sharpen responses, while the Skyhook continuously variable dampers have also been recalibrated for a more focused performance. There's quite some body roll, although it looks more extreme from the outside than it feels from behind

the wheel, and when the car is turned-in and settled, which happens with a clean, linear motion, you can carry your speed and momentum throughout the corner as you wish rather than holding on and hoping it sticks. The long wheelbase means it's all very controlled, with a sense that everything is happening in slow motion, any corrections requiring nothing more than a roll of the wrists to maintain the smoothness the Trofeo excels at.

For the Trofeo, Maserati has also introduced a Corsa drive mode, which enables a Launch Control function (crucial for a car with a three-metre wheelbase, seating for five and enough rear legroom for Michael Jordan to stretch out...) and engages a firmer setting for the dampers and a sharpening of the throttle and gearshift response beyond what you get in Sport mode. Unfortunately you can't select the Corsa engine/shift setting without having

the stiffer damping, which undoes all of the Trofeo's strong work of being a light-on-its-toes super-exec-saloon. The stiffer damping adds an unnecessary harshness to the chassis that's at odds with the car's core attributes and brings nothing to the party. Engineers really do need to forget this whole 'chassis stiffness equals a performance car' nonsense.

Thankfully the Quattroporte Trofeo in its Sport mode still makes for an appealing leftfield performance saloon offering. It's too far off the pace to be considered an M5 Competition, E63 S or Panamera GTS rival, the Maserati's performance and ability more closely aligning it to the likes of BMW's M550i. But here the Italian makes for a frighteningly expensive alternative – £127,310 to the M550's £71,425 – so it comes down to how much of a premium you're prepared to pay for exclusivity. Hopefully some of you will be willing to stomp up the extra, because the Trofeo brings joy to every drive. ✖

Engine V8, 3799cc, twin-turbo **Power** 572bhp @ 6750rpm
Torque 538lb ft @ 2250-5250rpm **Weight** 2000kg (291bhp/ton)
0-62mph 4.5sec **Top speed** 203mph **Price** £127,310

➤ An alluring alternative to the German defaults
 ➤ How much?!

evo rating ★★★★★

Join the UK's number one breakdown service

- ✓ Unlimited call-outs so we're always there when you need us
- ✓ Tap our app to report a breakdown and track our Patrol to your side
- ✓ We'll usually get you back on the road within 30 minutes of arrival

Buy breakdown
cover from

£39

a year

and get a

£20

Boots or M&S
EST. 1884
gift card



theAA.com/magazine1
0800 980 4929
and quote ref. A5740



AA

Breakdown cover from £39: price is for Annual UK Roadside Vehicle Membership. Other levels of cover are also available. Offer is not available for existing Members or at renewal. Cover must be paid by continuous payment method. We'll use your payment details to renew your cover after 12 months. You'll receive a renewal invitation beforehand so you'll have plenty of time to change or cancel your cover. Offer not available in conjunction with any other offer online or in a breakdown situation. If you're buying online please use the website link specified, otherwise you will not receive the offer. **Gift card:** please allow 6 weeks from your policy start date for delivery and processing provided you haven't cancelled your policy. Card is redeemable online so you must have a valid e-mail address. Offer closing date: 31/08/21. **Unlimited call outs:** repeat call outs for the same fault within 28 days will not be covered. 30 minutes attendance: based on an average of all AA attended breakdowns March 2020 - February 2021. **App:** subject to network coverage. All information correct at time of print May 2021.

IGNITION

NEWS, INTERVIEWS, TECH AND EVERY NEW CAR THAT MATTERS

Remaking history

A pair of mouth-watering restomods kick off our round-up of the month's biggest performance car news





1

Opel Manta GSe & Kimera EVO37

BORED OF RESTOMODS YET? NO? GOOD, BECAUSE here are another two to get you misty-eyed for yesterday's heroes, only re-engineered for today's world with survivable crash structures and functioning electronics.

Any possibility of Vauxhall/Opel bringing back the Manta coupe is more concept-car pipedream than production-car reality. However, while the Manta GSe's 145bhp, 184lb ft rear-axle-mounted electric motor might be a turn-off, even with the inclusion of a four-speed manual gearbox (no, we've no idea either), its retro styling offers a glimmer of hope that under Stellantis ownership Vauxhall/Opel's designs will have some much-needed life injected into them.

Sadly, the Manta GSe's real purpose is to soften us up for the firm's forthcoming new performance brand, which will debut with an electrified Corsa GSe model and not, sadly, a compact, rear-wheel-drive, two-door coupe.

Should you want your restomod to have a little more rally credibility, Kimera Automobili will build you a 21st-century remake of Lancia's 037. Staying true to the original concept, former rally driver Luca Betti's reincarnation sticks with a mid-engined, two-seater configuration, built around a tubular spaceframe clothed in carbonfibre, aluminium and Kevlar panels, to form a broader-hipped interpretation of the Group B icon.

Power comes from a 2-litre, four-cylinder engine fitted with an electric supercharger and a turbocharger and producing around 500-600bhp. A manual or sequential gearbox will be offered, with the chassis featuring an updated version of the original's long-travel double-wishbone suspension, including its two dampers per side on the rear.

The EVO37 is still in the rendering and concept stage, but Kimera will be happy to hear from you if you wish to pay them \$585,000 for one.

2

SL changes tack

MERCEDES WILL REVEAL ITS all-new SL roadster later this year, and ahead of its debut a number of key technical details have been released.

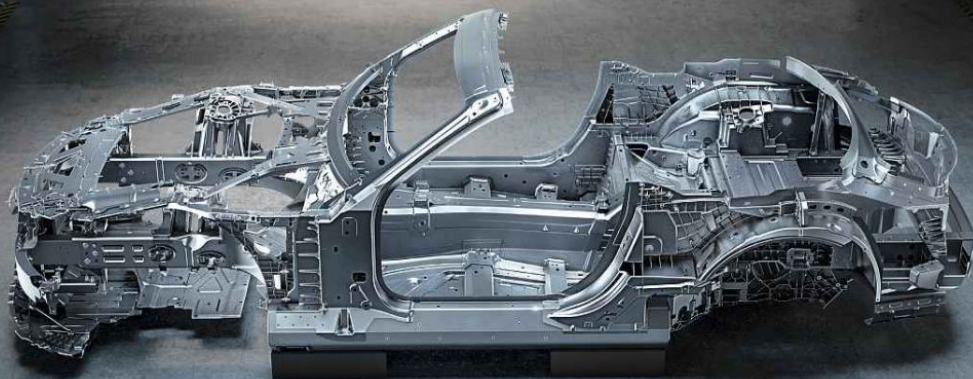
A fresh design from the ground up, the next-gen SL will be a 2+2 rather than a strict two-seater, and sees

the return of a fabric roof after a run of folding metal hard-tops that began with the R129 in 1989.

The new SL is also being exclusively developed by AMG, which explains drivetrain options that include a new electrified

rear axle combined with the firm's M177 4-litre biturbo V8.

Manufactured from aluminium and steel, the new SL will also utilise magnesium for non-structural areas, with overall torsional rigidity increasing by 18 per cent over the outgoing model.



3

M4 turns roofless

A CABRIOLET VERSION OF the new M4 won't come as a huge surprise, nor will its specification. Power is from the same 3-litre, turbocharged straight-six, drive via the same eight-speed ZF automatic gearbox, and BMW's latest switchable xDrive four-wheel-drive system will still be available.

Adaptive M suspension is

standard, so too adjustable brake pedal feel, but the ten-stage traction control is an option. The biggest change is to the roof: as with Mercedes' SL, out goes the heavy and complex folding metal unit, in comes a lighter (by 40 per cent) fabric top.

Prices start from £82,000, with deliveries set to begin in the late summer.





4

Lancia lifeline

LANCIA OVERLORD
Stellantis has announced it is to expand its range of heritage parts to cover the Delta Integrale.

A new run of panels will include bonnets, front wings and doors (front and rear), all reverse engineered from original components and from the same low-carbon steel alloy as the originals, but with modern galvanisation to limit the chance of oxidation.

Other models in the group to benefit from a growing heritage parts programme include Alfa Romeo's GTV, GT, 147 and the 156, plus the Fiat Coupe and Barchetta.

5

Rimac gets real

RIMAC HAS FINALLY arrived, with the reveal of a production-spec version of its Concept Two electric hypercar, now called Nevera.

It produces 1887bhp and 1714lb ft of torque from its quartet of motors, and the performance figures are equally wild: 0-60mph in 1.85sec, 100mph in 4.3sec, 186mph in 9.3sec, and a top

speed of 258mph. However, as with all of these four-figure hypercars we'll reserve unabashed confidence in those numbers for when we experience them ourselves.

We shouldn't have to wait long: the Nevera is already in production, and the first cars should reach customers later this year for a cool £1.72million, plus taxes.



#GODO



Spelunkers: Incomparable. Indomitable Unpronounceable.

Let's hear it for the 'spelunkers'. The subterranean explorers of the 1970s who did for caving what Mallory did for mountaineering. And the inspiration behind 'GMT-explorer' watches, which provided 24-hour timekeeping for light-starved cavers. Now we've resurrected the genre with the new C63 Sealander GMT. Not only does it boast a twin timezone movement, a hi-vis 24-hour hand and a dial that's as legible as it is beautiful, but, happily, you don't have to be a spelunker to wear one.

Sealander.
Go anywhere, do everything.

christopherward.com



**Christopher
Ward**

Ingeniously English.
Unsurprisingly Swiss.



All our yesterdays

Nostalgia overload at the Great British Car Journey

THE GREAT BRITISH CAR JOURNEY ISN'T like other car museums. First, you can actually drive some of the exhibits, and second it concentrates on the ordinary cars that make up Britain's motoring history. You could call it the Museum of the Unexceptional, except that many of the 160-plus cars that Richard Usher (who developed Blyton Park) and David Harrison have brought together have exceptional stories attached.

While other museums display what were the rarer, more aspirational and expensive models when the cars were new – the RSs and GTs, the limited editions and homologation specials – at GBCJ you'll mostly see the bog standard models which, ironically, are now often the rarest. They can also be more evocative too; you'll probably see cars that were parked on your street when you were a kid but which you haven't seen in years. When was the last time you saw a MkIV Cortina or a Chevette hatch? The car that stopped me in my tracks was a vanilla standard Metro 1.3L, white with brown vinyl seats: identical to the one in which I learned to drive.

With the help of a slick hand-held tablet and headphones, GBCJ takes you through the story of the British car industry in nine, roughly decade-led

chapters, starting with the 1920s and a profile of Herbert Austin and the car he and Stanley Edge created for the masses, the Austin Seven. The commentary brings the exhibition alive, adding social history and industry context to the cars you're mingling with. There's a barcode scanner, too, giving access to the ownership story of many of the exhibits, their technical details and also how many are left – sometimes just a handful.

Usher and Harrison have been sniffing out exceptionally rare and socially interesting cars for a few years now and also acquired some from the James Hull collection, bought by JLR in 2014. There are about 120 on display and another 40 in storage in what was once a wire-making factory in Ambergate, Derbyshire. You could easily spend a couple of hours perusing the exhibition with the accompaniment of the tablet and then take the headphones off, loop back and do it all again, spotting cars you missed the first time.

All the cars are in working order and once you've wandered through the various 'chapters' – Austin, the Rootes brothers, British Leyland, etc – you arrive at 'Drive Dad's Car'. Obviously, this could be Drive Mum's Car, Auntie Sybil's Car, Your

Mate's Brother's Car, etc. Prices for a 20-minute drive range from £49 to £70 and the choice includes Hillman Imp, Reliant Robin, Capri Laser, Austin Seven, Triumph TR7, Rolls-Royce and XJ-S Convertible. It's only a gentle pootle around the extended site, but it does give you a chance to get a feel for the cars and includes one standard entry to the museum, normally £15. A family ticket (two adults, up to three children) is £40.

Museum visits and drives must be booked online. For all the details and to make a booking, visit www.greatbritishcarjourney.com.

FUND YOUR PASSION

Luxury, classic and supercar
finance direct from the lender

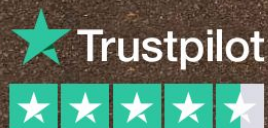
JBR
CAPITAL



**Hire Purchase | Lease Purchase | Equity Release | Balloon Refinance
Auction, Restoration and Credit Line Finance**

Advances from £25k. For a competitive quote call 020 3355 0047
or visit jbrcapital.com

Finance and terms subject to status. JBR Capital Limited is authorised and regulated by
the Financial Conduct Authority. Firm reference number is 682493.



evo trackdays are go!

Don't miss your chance to join us at Goodwood, Brands Hatch and Bedford Autodrome

E VO'S 2021 TRACKDAYS ARE NOW underway, with our first two events, at Goodwood Motor Circuit on June 1st and 2nd, having proved a hit with attendees. If you missed out, don't worry, as there are still a limited number of places available for this year's final full-day Goodwood event, plus evening sessions at Bedford Autodrome and Brands Hatch.

Goodwood Motor Circuit

Our Goodwood events have an extremely limited number of places available on each date, ensuring you get maximum track time to master one of the UK's fastest and most challenging circuits. Driving on the same hallowed asphalt that's host to Goodwood's Revival and Members Meetings, you'll experience not just the thrill of driving but also the thrill of taking in the sights usually reserved for the highest echelons of motorsport royalty.

As full-day events, our Goodwood dates are fully catered, with breakfast, a two-course lunch and afternoon tea included in the booking price.

With the first two dates already behind us, our sole remaining 2021 Goodwood trackday will run on July 13th, with limited spaces available, so to claim your place, make sure to book now!

Dates & prices:

13 July, £389 (additional driver £195)

Brands Hatch

Brands Hatch is making a return to our calendar for 2021, with an evening event taking place on 17 August on the Indy Circuit. Famous for its intense elevation changes and tricky double-apex corners, Brands is always a firm favourite with the team, challenging drivers' commitment as well as stretching their cars.

Dates & prices:

17 August, £170 (additional driver £50)

Bedford Autodrome

Our home circuit is hosting two evo track evenings in 2021. Using the South West loop, the Autodrome is fast and flowing, allowing cars with a balanced chassis the chance to really shine.

Dates & prices:

18 June, **SOLD OUT** (additional driver £50)

10 September, £170 (additional driver £50)

Need to know

What's the noise limit?

At Bedford Autodrome the static noise test is 101db and the drive-by limit is 87.5db. At Brands Hatch it's 102db static and 90db drive-by, and at Goodwood 105db static and 101db drive-by.

What time do they start?

The Goodwood days start at 7.45am, while our evening events run from 4.30pm through to 8pm (light permitting).



SUBSCRIBE
TO EVO AND
SAVE £10 ON
EACH TRACKDAY
BOOKING
See page 100

BOOK NOW AT EVOTRACKDAYS.CO.UK

MHD

WATCHES



BRITISH AUTOMOTIVE DESIGNED WATCHES

BY MATTHEW HUMPHRIES DESIGN

MHD Watches are designed in the UK by Automotive Designer Matthew Humphries, who at 21 was made the Chief designer of Morgan Motor Company. Matthew is best known for designing cars such as the stunning Morgan Aeromax, Morgan Aero Supersports and the Morgan 3 wheeler and now applies this design knowledge to watch making.

www.MHDwatches.com

Bridgestone Potenza Sport

Long-awaited replacement already making its presence felt

IT'S BEEN A LONG TIME COMING, BUT Bridgestone has finally launched its replacement for the venerable Potenza S001. It's called the Potenza Sport and the all-new UHP (Ultra High Performance) tyre is available in almost 100 sizes, from 17 to 22 inches in diameter, so will fit high-performance cars, luxury cars and on-road SUVs. Significantly it is original equipment (OE) on a couple of particularly **evo**-centric models: the new Maserati MC20 supercar and Lamborghini's hardcore, road-racer Huracán STO.

The Potenza Sport has been on sale in the UK and Europe since February and has already picked up a number of accolades. It beat the usual suspects from Michelin, Continental and Goodyear in a tyre test conducted by German magazine *Auto Bild*, which tested the 265/35 R20 size on a Ford Mustang 5.0. Meanwhile, in *Sport Auto*'s test of UHP and UUHP summer tyres, tested on the BMW Z4 and Toyota Supra with asymmetric front/rear sizes, the Potenza Sport placed a very creditable second overall behind Michelin and ahead of Goodyear, Continental and Pirelli.

As well as the usual claims of innovation in tread pattern and design, compound and construction, Bridgestone says that the Potenza Sport was created using its new virtual tyre development technology, which it says allows it to very accurately predict a tyre's performance without physically producing and driving it. This obviously saves valuable development time and resources, and if the Potenza Sport is proof of the process, Bridgestone will become more competitive in other sectors, too, as it replaces its older tyres.

As well as class-competitive wet and dry performance, Bridgestone claims that the Sport is also ten per cent more economical than the outgoing S001. It also appears to be competitively priced. We'll include the Potenza Sport in our own tyre test later this year, which as always will blend subjective assessments of steering feel, handling precision, ride quality and noise with objective data for wet and dry braking and straight and curved aquaplaning, giving us a complete picture of how it stacks up against its rivals.



WATCHES



Yema Meangraf

From €329 yema.com

A reissue of a track-inspired chronograph from the 1970s, the Meangraf looks thoroughly vintage but features a modern Seiko movement. Three designs are available, each on a leather strap or a mesh bracelet.



Sinn 144 ST S Anniversary II

€3250 sinn.de

To mark the German brand's 60th anniversary, Sinn has released this updated version of its classic black-coated 144 chronograph from 1974. Just 600 will be made.



Richard Mille RM 40-01 McLaren Speedtail

900,000 CHF richardmille.com

The RM 40-01 has a shape inspired by a water droplet, just like the McLaren Speedtail, and features components made from titanium, just like the Speedtail's toolkit.





**Introducing a unique supercar sales
platform for the discerning driver**

Paddlup is an all-new fusion of online auction platform and state-of-the-art showroom experience for the sale of supercars and exotics valued at over £100,000.

Consigned cars are housed in our secure showroom and can be viewed by personal appointment. Each vehicle is listed with over 150 high-resolution images complete with detailed description. Every single car offered has been verified for authenticity and appraised for condition by our expert team. Paddlup is FCA accredited and unique in offering a selection of funding options, including the ability to transact in crypto-currency.

**Paddlup is now inviting initial
consignments with first sales
commencing in July**

Please visit **paddlup.com**
for further information



Mike and Andrew Jordan

Directors, Jordan Racing Team

The only father-and-son team in BTCC history, Mike and Andrew Jordan now build, test and race historics

by JOHN BARKER PHOTOGRAPHY by ASTON PARROTT

RAIN DRUMMED ON THE ROOF OF THE Pirtek Racing truck at Brands Hatch. Inside sat Mike and Andrew Jordan, 24-year-old Andrew's mood as dark as the weather. That morning, the prospects of them winning the British Touring Car Championship looked bright. Arriving at the Kent circuit for the final three races of the 2013 season, Andrew headed the drivers' standings by a useful margin. Any of the next four drivers – all previous BTCC champions – could win, but a trio of steady results would give Andrew the title, his first.

Race one had gone to plan but race two had not. Jinking to avoid a sideways car, Andrew's Honda Civic had been tagged, breaking a rear suspension arm that pitched him off at the next corner. It was his first non-finish of the year and it drastically cut his points lead. He was now within reach of Gordon Shedden and Jason Plato.

'The two weeks between Silverstone and Brands weren't that enjoyable,' recalls Andrew. 'We'd increased our lead, which meant that the title was now ours to lose. It was the last thing I thought of before sleep and the first thing I thought of when I woke up. At Brands I had a solid first race and only had to finish the second race to win the championship.'

'He was steaming when he came out of the car,' recalls Mike. 'We sat in the truck for 30 minutes, and when we came out I said: "You will be British Touring Car champion at

the end of today," and he just went and did it.'

'In a weird way, I was relaxed,' says Andrew, now 32. 'Until then I'd been worrying what other people might do. Now I knew exactly what I had to do. Shedden was on pole and would probably win, so I had to get from the back of the grid to eighth. I was calm, quite confident we'd do it. And we did, which was cool.'

The Jordans winning the BTCC as a small, family-run team working out of a tiny workshop near Tamworth in the Midlands – and beating two BTCC champions in works Honda Civics – was remarkable. But no less remarkable was the fact that, five seasons earlier, when Mike was 50 and Andrew was 19, they became the first father-and-son team in the BTCC's then 50-year history. Also, for a time, Mike was the oldest BTCC race winner and Andrew was the youngest pole-sitter. Racing in the blood?

'The first car I remember my dad having,' says Mike, 'was a black A40. He was into cars and I pestered him to take me to Mallory Park when I was about 13. Two things stood out: Dave Brodie in his "Run Baby Run" Escort and the Mini Sevens, which smelled of Castrol R and had the best racing. After that he took me regularly. A Hillman Avenger replaced the A40 and he'd slide it a little bit around wet roundabouts. I just used to sit there in awe... the feeling of going into oversteer was amazing.'

Mike, now 63, was training to be a civil engineer







when he found his first race car. A colleague had built a racing Morris Minor but didn't like the racing and was selling it for £750. Mike didn't have even £250... until he'd been to three different banks and secured three £250 loans 'to restore and sell on a Morris Minor'.

'My first race was at Aintree. I was completely clueless but everyone was so helpful. I didn't win but it was the ultimate thrill. I did that for two years, then I borrowed a shedload more money and bought Andy Wallace's championship-winning Formula Ford.

'I thought I'd just win like Andy. I had a couple of podiums and then blew the engine. My engine builder asked if I set the car up. I said I sort of knew how to do the toe setting. He set it all up and did the corner weights. Next day at Silverstone I put it on pole and won my heat. It was a Eureka! moment. It doesn't matter how much of a hero you are, if you haven't got the right car, you're doing nothing.'

Another racing hiatus followed when Mike got married and had a daughter. He was now working for a TVR dealer. Visiting a supplier he spotted their race-prepared 911 and asked if they were doing the last round of the Porsche Club series. 'They said "No... Do you want to?"

'So I did. Drove to Brands, put the car on pole... and next lap put it on its side in the gravel! It was

Above, right and below: the Jordans have become increasingly involved in historic racing in recent years, including with the Lotus Cortina (above) and TVR Griffith (right) both at the Goodwood Revival.

Below right: Mike (at desk) chats to our man Barker

fine. I won the race and on Monday took it back. They asked if I wanted to buy it. It was £8k. My dad had died and left me £8500. I was thinking "You can't afford to run it." So I bought it!

He found some budget from a customer who ran a mobile phone company and next season won nine races out of 12. 'At the end of the season a couple of people said "would you look after my car?" and that's what started the Team Eurotech business.' The following year Mike won the series outright in a Carrera RS, though the highlight was winning the Birmingham Superprix round, 'the local lap,' as he calls it. 'That was the coolest thing,' he grins. 'We did go practising a lot...'

Sensing a bigger opportunity, Mike had invited some people from Peugeot to Birmingham. 'There was only the Golf GTi in class C in the BTCC and I persuaded Des O'Dell to give me a 309 GTi, knowing that the 16-valve version was coming.' But it never came, and the 309 was no match for John Cleland's Astra 16V.

Mike stopped racing again and concentrated

on running customer Porsches. 'I started to resent it,' he recalls. 'I was 36, I still burned to race.' Then, in '95, Eurocar came long, the European NASCAR series. 'It was £5.5K for a rolling chassis with a Mondeo V6, and I went and did that, away from the customers. It was very hard, a lot of the guys were ex-hot rod, but the racing was phenomenal!'

He was runner-up to Barry Lee and the next year moved up to V8 Eurocars and won that. And that would lead back to the BTCC. 'The guy doing my engines looked after a fleet of road cars for John Guest, the world's largest supplier of push-together pipe fittings. He said the sales managers would like to do a bit of motorsports; would you present to get a bit of sponsorship for yourself?

'So I met Mr Guest, a proper gent, and he liked the sound of it. Eurocars wasn't quite the image but I said do a year and if you like it we'll do TVR Tuscans. And they did. Two years in Tuscans was followed by British GTs, winning the championship in a Lister Storm in 2001. We did three more years in GTs but it was getting a bit samey. I said, well, we could do the BTCC but I don't think you'd want to spend the money. They said: "Oh, we might..."

So in 2006 Mike was back in the BTCC in the ex-Matt Neal Honda Integra. 'It wasn't as



much fun but it was what the sponsors wanted and I had a plan,' he says. 'I wanted to keep John Guest on board until Andrew was old enough so they'd sponsor him in his first years in Touring Cars.' And that's what happened.

From about six, Andrew was in the workshop, wheeling tyres around, washing cars. Mike bought him a kart when he was nine and the pair were always at the local track after school, on slicks, rain or shine. 'I really enjoyed the driving, and the preparation at home with dad,' he says. But for Andrew's first meeting, Mike was racing Eurocars so a friend stood in. Having been fired into the barriers twice, Andrew didn't want to do the third race. 'I just had a bad day. If dad had been there I'd probably have carried on.' Instead, they sold the kart.

The bug was rekindled a few years later by rallying. Andrew went through the Ford Rally Academy and then did Junior Rallycross. 'You do eight races in a day so you learn fast. For 2004 we built a Mini and did the British Junior Championship. No expectations, but I was top rookie. Next year I won it but it went down to the final race. I'd never been so nervous. Dad said I looked grey.

'That year it became about results,' reflects Andrew. 'It's been the same since, which I don't like; I can be too competitive.'

Mike got a dispensation for the then 16-year-old Andrew to step up to the senior class, not revealing that he'd be driving Will Gollop's 550bhp Focus Supercar! 'First day I drove it I thought "What am I doing?"' says Andrew. 'It was so fast!' But he had a couple of wins in his first year and in the second won the championship. If there'd have been a career in Rallycross, and an audience for the sponsors, he'd have stayed. 'I loved it,' he says.

'I figured if he could handle that, he could handle anything,' says Mike. At the same time he'd got Andrew competing in the Clio Cup for circuit experience. 'Then I put a deal to John Guest to sponsor the first father-and-son team in the BTCC on its 50th anniversary, and they said yes.'

So, at just 19, Andrew was in the BTCC. 'I didn't feel the pressure. I probably didn't take it as seriously as I should have. I was still hands-on in the team which is how I'd have wanted it, but Dad didn't have a fair crack of the whip.'

'What should have been a highlight year for me was a bit of a let-down,' says Mike, reflecting on 2008. 'We were a very small team and I was running the team, driving the truck, organising hospitality and trying to coach Andrew. It was a bit of a nightmare.'

The following year, Andrew was in a works



Vauxhall Vectra. They'd literally just signed the deal with Triple Eight Racing when they got a call from John Guest to say that due to the recession they wouldn't be able to sponsor Andrew. It had always been on a handshake.

'We had Pirtek on in a small way and, good thinking from Dad, he offered them title sponsor,' says Andrew. 'We still had to put in some family funding, tricky because 2008 had fried us. Since then it's all been commercially funded. We've worked our bollocks off for it.'

Andrew's teammates were Matt Neal and Fabrizio Giovanardi, the Italian having driven

Image: Nick Dungan



Above: Mike and Andrew in the Jordan Racing Team's Tamworth workshops in May 2021: Lotus Cortinas and 2-litre 911s are specialisms, but they build and prep everything from Capris to Austin A40s

the Vectra to the title the previous two seasons. 'It was a good learning year,' says Andrew. 'My brother-in-law, Adam Hardy, came as my race engineer, so he learned too.'

In 2012 they switched to the Civic, bagging one win but never feeling they were a match for Shedden and Neal in the works cars. But 2013 was different. 'Everything just clicked,' says Andrew. 'I put it on pole for the first round and, although it sounds cocky, we expected to. Adam was probably as obsessed with winning as I was. We were the ones to beat. It was really good fun. To win it and do it as a small team was quite emotional; it was like winning the British Touring Car Championship with a group of mates.'

Explaining why they sold the Eurotech team at the end of 2014, Mike says: 'We'd achieved what we'd set out to do. Winning the BTCC out of an even smaller workshop than this was amazing, but every time we didn't win it after that would have been a bit of a disappointment. And it didn't really stack up as a business.'

Andrew carried on with Pirtek backing and, after a couple of forgettable seasons, landed a drive with West Surrey Racing (WSR) and BMW in 2017. His team-mate was Colin Turkington. 'He was Mr Rear-Wheel Drive, world class,' says Andrew. 'It was another learning year. 2018 was better, then came 2019 and the all-new car. It was late arriving and I jumped in and was very quick immediately.

Colin's very analytical and took a while.

'I was determined to be the first to win with it because I knew it would be a big thing within the team. And I did; came from 15th to win at Brands by 10sec. I thought I had him beat on pace. He got better and next meeting I had a shunt in race one, missed the next two races and he won two. It was a year-long battle. I enjoyed it, but it was a job. It was only fun when you won. I put pressure on myself to perform. You don't win it every year, though. Look at Plato, who's won it twice in how many years? But I should have won it in 2019. I definitely feel that one got away.'

Secretly, he'd decided that if he won in 2019 he'd 'do a Rosberg' and retire live on ITV4. He still wishes he'd called it a day anyhow because things unravelled after that. 'That's my only regret. I knew it was looking rocky for 2020.' Then Covid added to the uncertainty and sponsorship budgets shrank. WSR and BMW were keen to keep Andrew but it would have meant him taking some financial risk.

'I thought "I'm good enough to earn a living from this" so I wasn't going to do it for free,' he says. 'Is the number one mechanic doing it for free? There's

this perception that you're the one having fun but it's not always fun. It was my call. I said I'm not taking the risk. I had to ring WSR and BMW, which wasn't nice, but an accident could be £30k. The car burns to a crisp, that's £250k. It probably won't happen but I could be the one trying to find £250k. It all went quite sour, unfortunately.'

Life is good now, though. The family business is proving as successful as the pair were on track. The 11th Cortina is in the paint shop, they've done six 2-litre 911s and – as ever – the standard of preparation is quite superb. No wonder there is a constant stream of customers.

As well as historic, they've just bought an ex-Olsbergs Fiesta WRX Supercar, and Andrew is in the Mini Miglia series this year, winning. Mike is at the same meetings but in a Mini Seven that Andrew bought him as a thank you. That suits Mike: 'I see all the data, I know who's fastest!' And there's Goodwood, of course. 'Initially, Goodwood was a release,' says Andrew, 'but now I'm probably just as competitive. The Revival is my favourite. The racing is a big part but the attention to detail is awesome.'

'Goodwood is great but the whole historic scene is fantastic,' says Mike. 'It's a good business too; the people that want to do it go and do it, nobody is relying on sponsorship. The best fun is probably the A40 [a Revival crowd favourite], you can really chuck it around. Far more fun than Touring Cars.' ❧

LAUNCHING 31 MAY 2021



EXPERIENCE A NEW LEVEL OF SERVICING FOR MCLAREN & FERRARI

There is no substitute for experience when it comes to supercar servicing. We have unrivalled experience across the entire McLaren range – from heritage models like the P1 and 12C to the latest Ultimate Series cars like the Senna and 765 LT – and all Ferraris no longer on their 7-year service plan, from the 348 to the 458, and halo models like the F40 and Enzo.



Book your McLaren or Ferrari in now to find out how we can transform your supercar servicing experience.

01635 867705
service@v-engineering.co.uk
v-engineering.co.uk



ENGINEERING

DOA: MINI-BASED SPORTS CARS

Not one but two attempts were made to spin a two-seater sports car off the original Mini's platform, but flaws in their designs would see both stall at the prototype stage

THIS EDITION OF DOA IS A TWOFRER, AS we look at a pair of projects that tried to turn the original Mini into a two-seater sports car. The first, codenamed ADO 34, came about when the Mini itself was in development, as Longbridge engineer Jack Daniels drew up plans to adapt the new car's subframes for a small, front-wheel-drive MG. Unfortunately, MG had decided to rebody the rear-drive Austin Healey Sprite to make the entry-level Midget of 1961, but the FWD idea didn't go away and at the start of the '60s work continued on two separate ADO 34 projects.

The first was by MG engineers at Abingdon and used the longer wheelbase of the Mini Countryman estate, dressed in a somewhat amphibious-looking body with overtones of the soon-to-be-launched MGB. The lone running prototype suffered from terrible scuttle shake and this lack of body rigidity quickly killed MG's ADO 34 stone dead.

Up at Longbridge, meanwhile, engineers on a parallel ADO 34 project were packing up a pair of Mini subframes and an A-series engine in spicier Cooper tune to be sent down to Pininfarina in Turin. The Italians solved the rigidity problem by joining the subframes with a separate chassis and then wrapping it in a pretty body (pictured below) that looked tantalisingly ready for the showroom. Unfortunately, the Farina-built ADO 34 had several



problems, not least that it was essentially a bespoke car, sharing too little with the Mini to make economic sense. Issigonis hated it, and it would be fair to assume MG people weren't too keen either, given that their own ADO 34 had failed. In 1964 the project was cancelled.

Our story then jumps forward to March 1970, when Austin Morris management, realising the MG Midget was getting old, ordered an investigation into a Mini-based replacement under the codename ADO 70. Longbridge designer Paul Hughes came up with a concept for a targa-topped two-seater, and by the following month his sketches had been turned into a full-size mock-up. The bosses were so impressed they gave the go-ahead for Michelotti to build a running prototype and in May 1970 another designer, Rob Owens, packed Hughes's sketches into

a Mini Clubman 1275 GT and drove from Birmingham to Turin with an instruction to stay there and keep an eye on things until the Clubman had been dismembered and rebuilt into a sports car.

Two months later the transformation was complete. The car (pictured left) was a secret future model and had been hand-built at huge expense by a top Italian design house, so it's surprising to learn that Owens then simply drove it all the way back to Birmingham. The reception it received on its arrival at Longbridge was not entirely rapturous. Original designer Paul Hughes reckoned Michelotti hadn't faithfully reproduced his design. The handmade nature of the prototype also made it heavy, which in turn blunted the performance and handling. And the fashionable targa top didn't seal properly and had leaked during the trip back from Italy, soaking the interior so that the prototype stank like a wet dog.

After the giddy speed with which ADO 70 had raced from sketch to running prototype, enthusiasm for the idea evaporated with similar haste and the project was swiftly abandoned. The Michelotti-made runner was dumped in a corner at Longbridge where it was allowed to rot for many years before being rescued and restored. Today it lives in the British Motor Museum in Warwickshire, alongside the Pininfarina ADO 34.





ORACLE[®]
CAR FINANCE

The road to your next car starts with Oracle Finance

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

GET YOUR FREE QUOTE TODAY BY CALLING

0330 838 7491

oraclefinance.co.uk

Trustpilot ★★★★★ 5 out of 5

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.

BOOK
NOW FOR
2021!

evo
TRACK
DAYS



EVO TRACK DAYS ARE BACK, AND SELLING FAST!

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 adrenaline-filled events.

Two and half hours of track time not enough for you? We have launched a full day track event at Goodwood, giving you seven hours to test your car's limits.*

Goodwood and MSV have all the necessary procedures and protocols in place to keep you safe during your track day experience, including contact free sign on.

To stay up to date with 2021 dates, locations and exclusive offers, visit the website below.*

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



Date

Venue

Tuesday 13th July	Goodwood Circuit (Full day)
Tuesday 17th August	Brands Hatch Indy (Evening)
Friday 10th September	Bedford Autodrome South West Circuit (Evening)

Need to know

Evening events	£170 for up to two drivers. £50 for an additional 3rd driver
Full day events	£389 for main driver. £195 for an additional driver

Book now at
evotrackdays.co.uk



Perfect pairing

In response to the letter from Dan Weaver (Inbox, **evo** 285), I couldn't agree more. I too feel happy with commuting duties ably performed with electricity, saving fossil-fuel-powered fun for the in-between times. The red Mustang I recently purchased to provide the perfect partner in crime to my Tesla Model 3 Performance may look familiar to those with a beady eye – especially Adam Towler...

Tim Petheram,
Northumberland

It's one of the best long-termers I've been fortunate enough to run. Enjoy it! – AT

EV convergence

I was encouraged to read that Everrati faithfully preserved the 60:40 weight distribution in its electric-powered Porsche 964 restomod (Driven, **evo** 285). However, I fear that this may be the first and last time we see engineers deliberately 'compromise' vehicle dynamics in pursuit of giving a car character. Unlike ICE vehicles, it seems there is most definitely an optimal layout for EVs: wheels pushed to the extremities, batteries low down in the middle, with a motor at the front or rear axle, sometimes both. Surely this risks making EVs all a bit samey?

Something I read recently not only confirmed this fear, but suggested things could be even more samey still. Williams and Italdesign are partnering to create a new electric vehicle platform called EVX, which, and I quote, 'could be overlaid with a number of body styles'. I mean, I know many modern vehicles share platforms, but the idea of having



the same electric skateboard beneath countless models, just with different bodies plonked on the top, is surely a step too far?

Whereas today a car enthusiast has innumerable vehicle and engine configurations to experience, enjoy and adapt their driving skills to, in the future could it be the only question we need to ask ourselves is 'How much cabin space do I want?'

Whilst EV convergence might make sense for the engineering and accountancy departments, as a driving enthusiast I for one can say I don't buy into it, not one bit.

Adam Freeman

A new concept

I was stopped in my tracks by the Alpine A110 GTA concept in **evo** 284. But Stuart Gallagher's words 'unless something very dramatic happens, it will not be appearing at Le Mans any time soon' got me thinking...

As the relentless march towards electric-powered dominance continues, all concept cars with an internal combustion engine should be banned – and built instead.

With 2029 the last year during which new cars powered by internal combustion alone can be sold in the UK, why not create that race series that allows engineers to build the car they've always wanted to see on track, with an engine not held back by regulation? Then hopefully we can benefit from the road-going equivalent while there's still time.

Some of the greatest road cars of all time have been built at a financial loss; I hope to see plenty more of them over the next eight years, fitted with some of the greatest engines ever made. Ban the 'concepts' and just build the best.

Andrew Malone, Scotland



LETTER OF THE MONTH

Guilty plea

EVO HAS BEEN PART OF MY MOTORING ADDICTION FOR

nearly two decades now; it's the standout among a crowded press. There have been ups and downs in that time but the latest undercurrent attitude has me baffled. The green guilt and shame writhing from the Inbox and sneaking its way into the articles is turning the magazine into a confession box for enthusiasts. Forgive me father, for I have relined.

Teslas and Taycans are great for their green credentials, but we thought the same about a BMW 320d twenty years ago. Public perception is fickle, as it always will be. Efuels will come in time and until then carbon offsetting is a much better choice than buying a car that the masses think is saintly on this spin of the media merry-go-round, only to be called a sinner the next.

Car lovers and planet lovers live in the same world; the decision isn't binary. I hope we pass this moment together with a sigh of realisation. Guilt has no place in these pages.

Miles Lewis

The Letter of the Month wins a Straton watch

The writer of this month's star letter receives a Straton Classic Driver MkII watch worth £210. Designed to be an everyday watch that doesn't break the bank, this MkII version introduces a new dial design and is available in three colour variations.

Straton Watch Co.



Warrantywise
PAID OUT
£23,810
FOR AN ENGINE
REPAIR! ¹² **COULD YOU AFFORD THIS?**

**10%
OFF**

USE CODE
EVO10

PROTECTION INCLUDES...

- ✓ UNLIMITED REPAIRS
 - ✓ CAR HIRE & ONWARD TRAVEL
 - ✓ PARTS & LABOUR COSTS
 - ✓ ROADSIDE ASSISTANCE & RECOVERY
- AS STANDARD!**

**GET A
QUOTE
NOW!**



warrantywise.co.uk/EVO

or call **0800 678 3705**

Warrantywise

12 This repair value was selected from Warrantywise repair data between 01/01/2015 and 30/11/2020. This data is based on vehicles aged 3 years or over. Warrantywise does not release data for cars unless it has a minimum of 100 vehicles as a sample amount. Terms and conditions apply. Accurate at the time of printing. Warrantywise is in no way affiliated with BMW and the vehicle shown is for illustration purposes only. This advert does not reflect the reliability of any BMW vehicle.

INBOX



Manual man

The traffic fairies magic a clear path whilst approaching your favourite roundabout on an otherwise dull journey. Straight from 6th to 2nd, throttle blip, power through, 2nd to 3rd (why does that always feel the nicest?) then back to an otherwise mundane journey. Life's good.

Versus...

Into manual mode, sequentially click down faster than the gearbox will allow as you try to get to 2nd from 7th or even 8th gear before it's time to accelerate. The revs go repeatedly up and down and the car is finally ready when you're already past the good bit and frustrated. Or you could just let the car get itself into a jerky mess of random downshifts by itself.

Sequential paddleshifts on track are almost as much fun as a manual for me, but I think you missed a trick not comparing the 911s and M2s on the road ('Automatic v Manual', **evo** 285). Save for crawling in traffic, this is where the manual wins for me.

Steve James

If it ain't broke...

It began with **evo's** March 2020 issue (271) and its cover story starring a selection of road-going Group A heroes ('The A-Team'). I loved the feature and it had me going into lockdown bidding on Imprezas, to no avail.

However, I still wanted something in the Group A ethos, and about a year later my GR Yaris arrived. Having read everything there was to read about the car and watched all the videos too, I was left wondering about all the things I apparently needed to do to the car to fix things with it. And how much that might cost. Then I took it to the Highlands for a few days.

From the big open roads sweeping

through epic landscapes to the twisty single-track roads, the little Toyota was utterly brilliant. The long drive back south left me thinking, over the road noise, of the Ron Swanson quote: 'I know what I'm about, son.' The Yaris knows what it's about. I am cleared of any thoughts that it needs more power, or better suspension, or anything else – it just needs the roads to do what it was designed to do.

I can see that it might not suit those who want the Mitsubishi Evo experience, and to those who want to make it a drag racer or rear-drive drift machine, you're looking at the wrong car. But with just a few minor tweaks – to raise the mirror, add some mudflaps and lose the dreadful fake engine noise – I think I've got exactly what I need to fill that gap created by issue 271.

Thanks for the inspiration.

Matt Biggs

PS Adam Towler mentioned finding the fake engine noise grating in **evo's** long-term. I got a Carista OBD-port dongle to disable it in my car, but the dealer said that it could have been done for me on delivery except the GR tech wasn't in when the car arrived.

M-gaging

Having long aspired to, and now recently acquired, a G20 M340i, I've found Stuart Gallagher's Fast Fleet commentaries on the model so enriching and helpful. His instalments have become monthly companions to my own evolving experience of this fabulous car, and I've really welcomed the candour and precision with which he has characterised what it actually means to 'live with' a 40i.

Having graduated from a G20 330i M Sport – don't get me wrong, an engagingly nimble and dynamic saloon in its own right – I agree with Stuart



that the B58 engine is on another level altogether: elegant, sonorous, and in effortless dialogue with the eight-speed ZF.

However, it was the final, 'End of Term' piece in issue 286 that I found actually quite moving. Stuart's inking is spot on: that someone at BMW has ensured the whole sensation of inhabiting and interacting with this car feels ergonomically bespoke, intimately stylish, 'always on your side' yet still incredibly stimulating. Reaffirming this sentiment, the closing quote from Steve Sutcliffe ('An individual has made this happen') was genuinely poignant and helped me to fathom why it is I too have been finding the M340i so gratifying.

All of which is to say: incisive, beautifully written stuff! This kind of felicity in anatomising a car is what sets **evo** apart.

David James

Back in black

Has it been going on for ages and I've not noticed it, or has it been getting worse lately? I'm talking about tinting the rear passenger compartment windows. I know we aren't allowed to have heavy tints on the front windows or windscreen, but the darker the tint on the rear windows, the worse the overall aesthetic of the car becomes.

Do you want your G80 M3 in Lizard Green to look like an £80k builder's van, Sir? Your RS6 to be specced like a hearse? No? Well bad luck, because there's no option not to have it.

Maybe I'll just have to drive with all four windows down. At least it'll look even that way.

Paul D Brown

Safety announcement

Locally a 458 Spider has just recently slid off the road, tragically killing both

occupants. The ambient temperature at the time was only 4 degrees and the car appeared to be using previous-generation tyres, likely aged out at this point. The car was recently purchased.

I'd like to make a public service announcement for all prospective and current supercar owners, as it seems most supercar accidents are easily avoidable and attributable to the same factors over and over again.

1) Tyres need to warm up before they grip properly. Ensure they are up to temperature before driving spiritedly.

2) Never fully disengage traction or stability control. Leave that for the pros.

3) Grip levels of UHP tyres drop exponentially below 7dec C. Do not drive spiritedly below this temperature and/or when it's wet.

4) Do not use tyres that are more than six years old. Even if there is plenty of tread, the compound hardens over time, losing its grip capability. Tyre age is printed on the side of the tyre.

5) Never exceed your personal limits, regardless of external pressure or expectations. Always be in full control.

Nick Elworthy

Skids rock

It quite clearly says 'The Thrill of Driving' on the front of **evo**. Even without the skill or confidence to do them, I thought it obvious to everyone that big smoky slides were the ultimate thrill. Nick Elworthy's letter (Inbox, 286) complaining that cars are tested with the TC off really didn't deserve a response – apart from perhaps to suggest he takes driving lessons and loosens up a bit.

Steve James (again)

NEW VEHICLES NEED ADDITIVES TOO

- PREVENT HARD STARTS AND ENGINE HESITATION
- SAVE FUEL
- RESTORE PERFORMANCE
- REDUCE EMISSIONS

STP COMPLETE FUEL SYSTEM CLEANER - PETROL
STP COMPLETE FUEL SYSTEM CLEANER - DIESEL

SIMPLY ADD TO YOUR FUEL TANK EVERY **04000** MILES

STP HELPING ENGINES RUN BETTER FOR LONGER www.stp.eu

© 2021 Energizer. STP is a trademark of Energizer Auto.

FROM THE TEAM THAT BROUGHT YOU COLLECTING CARS

WATCH COLLECTING

TIME FOR CHANGE

24/7 auction platform devoted to prestige and luxury watches

[SELL A WATCH](#)

[LOGIN / REGISTER](#)



SALE PRICE **£45,750**



SALE PRICE **£80,000**



SALE PRICE **£62,000**



SALE PRICE **£47,750**



SALE PRICE **£30,100**



SALE PRICE **£54,000**



SALE PRICE **£10,500**



SALE PRICE **£5,850**



SALE PRICE **£28,000**

SELL YOUR WATCH IN 7 DAYS

WWW.WATCHCOLLECTING.COM



RICHARD MEADEN

Meaden might think he'd fallen out of love with cars, but for one thing...

I'VE COME TO THE CONCLUSION I'M NOT actually a very good car enthusiast. I'm not mechanically minded, so I've never worked on my own cars. I don't like car clubs because they strike me as high-octane offshoots of the Handforth Parish Council. I rarely drive for the hell of it on my own time because I get paid to do that during the week, and I don't do trackdays because I get to do that too. Besides which, 20-plus years of racing has rather ruined me for simply driving round in circles.

I used to love washing my cars, but ten years living down a godforsaken dirt track in the fens meant car cleaning became the definition of futility. I've since escaped to a place where the roads are mettled and the locals don't wear camo, so there's a faint glimmer of hope I'll invest in a pressure washer and a tub of snow foam. But when £6 gets you a clean car it's hard not to conclude life's too short for the two-bucket method.

I don't go to watch race meetings because all those years as a competitor mean I start to itch if I'm not there to feel sick with nerves and buzz my nuts off with adrenaline. I'm pretty certain I'd still plan my weekends around watching live F1 coverage if it was on Freeview, but I don't want Rupert Murdoch bleeding my bank account dry. Then again I rarely have time to watch the excellent live BTCC coverage on ITV4 because (whisper it) I'd rather spend my Sundays gardening. Yes, gardening. Though I'll admit Meaden-spec horticulture is less about nurturing my hardy perennials and more about dangerous two-stroke machinery, ill-advised bonfires and a few scoops of beer.

One of my greatest pleasures growing up was reading car magazines. That's why I ended up being a motoring journalist. Trouble is, when you've driven most of the new metal and have your own opinion on it there's little enjoyment to be gained from reading what you already know, or worse, what you know to be utter cobblers. Though I'll concede the latter does make for some amusing WhatsApp bitching sessions with Harris and Bovingdon.

The internet doesn't help. Yes, YouTube contains an inexhaustible cache of car-related content through which to trawl, but the vast majority of it is derivative shite or vapid tosh. Thankfully there are exceptions. If a year ago you'd asked me whether I'd sit through half an hour of someone exhuming an Allegro Super Sport from

a derelict garage I'd have laughed in your face, yet Jonny Smith's *The Late Brake Show* is now a go-to sanctuary for madly random, yet superbly considered films about cars and the people who love them. Alternatively if you like wild build projects by reassuringly down-to-earth blokes, *Driftworks* is your jam.

Content like this is the antidote to Instagram, where almost everyone seems to have millions to hose at hypercars they're not actually that bothered about, so it's easy to feel alienated. A few collectors manage to hit the right tone, but most are utterly crass.

Sometimes I wonder if I've actually fallen out of love with cars. Then again, perhaps I've just gorged myself on cars for so many years I need to check into a Priory-style rehab clinic and dry myself out. Fortunately despite all of the above, the one thing I still adore about cars is driving them.

Sure it's certainly harder – actually, it's impossible – to drive them in the carefree way I used to. There's too much traffic, too many speed enforcement measures and too many dashcam vigilantes (who almost always drive at 40mph in a 60, then continue at 40 through a 30) to enjoy performance cars as we did in the nineties and noughties. Those really were the days. But no matter what the car or where I'm driving it, I always feel a small fizz of excitement at putting a car key in my pocket, walking outside and driving away. It's not quite the rush you get upon owning your first car and realising you can go anywhere you want, but it's still a strong and clear echo of that life-changing moment.

Since then I've applied myself to driving like nothing else. I'm not sure why, but it's always felt like some kind of calling. For a while 'better' meant faster, but over the years I've calmed down considerably. Skill and experience bring better judgement and a quiet confidence, so now rather than machine-gunning my way down the road I'm happy to rifle shoot those moments when I can cut loose. It feels good.

As car enthusiasts we've never had more ways to indulge our interest, though sadly, much like TV, it can feel like there's a hundred channels and nothing to watch. Thankfully driving remains my default. When I stop feeling that inner smile at sitting behind the wheel, searching for ways to better understand the car I'm in, or yes, fail to make the most of a deserted roundabout, I'll know my love is lost. Until then I'm going to do my best to enjoy every single mile.

**'I always feel a
fizz of excitement
at putting a car
key in my pocket,
walking outside
and driving away'**

@DickieMeaden

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



THE MARKET
by Bonhams



Sold £23,300

ADVENTURE



Sold £30,350



Sold £78,000

ICONS



Sold £45,255



Sold £51,000

RACE AND TRACK



Sold £39,750



Sold £34,000

MODERN CLASSICS



Sold £31,000



Sold £20,750

CULT HEROES



Sold £17,850

No buyer fees, just 5% + VAT seller fees (£6,000 maximum), 88% sale rate in 2020

themarket.co.uk

+44 (0)1865 521 088

Unit 38A Innovation Drive, Milton Park,
Abingdon, Oxfordshire, UK, OX14 4RT





RICHARD PORTER

Ascribing human qualities to a car is just silly, says Richard. Unless it's his I-Pace

CARS CAN FEEL ALIVE, CARS CAN HAVE A personality, cars can feel as if they have a soul. But giving a car a name still strikes me as the sort of soppieness that anyone who's truly into cars wouldn't tolerate. After all, they're just artful collections of metal and plastic and glass that will never have the warm-blooded spirit of, say, a dog. You can form an enormous attachment to a car but there's no need to call it Bertha. They don't need names and they're not to be referred to as 'he' or 'she'. I wither inside when someone tells me their car is 'called Terry' or boasts that 'she's got some grunt'. I even get a bit awkward and itchy when I hear that a car has a nickname based around the randomly assigned letters on the number plate.

I'll grant you that my Land Rover Defender, by dint of having a certain indefinable and sometimes bloody-minded character, is the only car I've ever owned to which I sometimes say hello when I get in, but I've never been minded to christen it because Land Rover did that job for me. They called it the Defender. So that's what it's known as in our house. No need to take it any further.

And no need to make any kind of attempt to ascribe to it human qualities that it doesn't have. It's a machine. A lovely, loveable machine, but a machine nonetheless. It has traits, good and bad, but it's not a sentient being and it would be silly to pretend otherwise.

I've been thinking about this for the past two years, during which time we had a Jaguar I-Pace as our family car. The I-Pace is electric, and some people fear that the rise of electrification will erode the character of cars, making them less interesting and loveable. I understand some of these concerns, but they do pre-suppose that all internal combustion engines are brilliant and musical, which they aren't, and that each new electric car is taking the place of some wonderful, petrol-powered charisma typhoon like a Porsche 997 GT3 RS or De Tomaso Pantera. This isn't strictly true either.

Our electric car replaced a diesel SUV, that blandest of all formats, and the volt-gobbler was a lot more interesting, not least for its turn of speed and the easy, torquey way in which it was delivered. Aside from its performance, I also enjoyed

its quietness and the tidy, grippy way it went around corners. It had a definite and agreeable personality. Not a strong one, because the linear delivery of electric motors can seem rather one-note and that brings a certain blandness, but it wasn't totally beige. I liked it a lot.

I'm talking about it in the past tense because our I-Pace went away last month, back to the lease company from where it came. I miss it already.

The only thing I won't miss is the weird glitch it developed just a few days before it was taken away, an unexpected blip in 24 otherwise reliable months of ownership. Suddenly, in the very week the car was scheduled to leave us, the keyless entry system stopped working. I switched to the spare key with a

fresh battery but no dice. To open the doors you had to press the button on the fob the old-fashioned way and, once inside, there was a 50/50 chance that the system would recognise its own dongle and permit you to switch on the ignition, or whatever it's called in an EV. If not, holding the key against a sensor beneath the steering wheel would get things going. A mildly irksome fault but one you'd probably live with for a bit before finally making a special trip to the dealer to get it looked at. I didn't have time to do that before our I-Pace became someone else's problem. Whoever's got it now, I hope they're looking after it.

Truth is, I wanted to keep our Jag for a little longer and asked the lease company if I could extend our contract. But, as the supplying dealer admitted to me when we got the car, our deal was based on a back-office mistake, which is why the monthlies looked so tempting at the time. The error was honoured but could not be extended beyond the originally agreed lease period. You wanna keep it, you gotta pay for it. Market rate. Much, much more expensive. So I said thanks but no thanks and booked for the car to be collected.

The very next day it developed the fault with the key. As I said, I don't like pretending cars have more personality or sentience than they actually possess, but deep down in my heart I'm fighting against a silly suspicion about the reason for the key glitch the day after I'd arranged for the I-Pace to leave our lives; I think it knew.

'I wither inside when someone tells me their car is "called Terry" or boasts that "she's got some grunt"'

@sniffpetrol

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



HIRE A TOP-RATED EVO SPORTS CAR AND ENJOY THE FABULOUS DRIVING ROADS AROUND SHROPSHIRE & NORTH WALES.

We're now open, providing cars fully sanitised before each hire, and at special bargain rates for June and July!

A 2-day hire of the Lotus Exige Sport 350 is now just £650 fully insured, inc VAT. So why not treat yourself, or enjoy several cars with friends,

or if you're thinking of buying one have a full day-long drive in ours first and be sure it ticks your boxes. We own all our 12 cars, so they're always there primed and ready to go from our Shrewsbury showroom.

Before you leave, we provide personal instruction on each car's controls and a printed FAQ sheet, and we can advise good driving routes, petrol stations etc. Secure parking is provided for your own car.



Prices, specification and photos of every car are on our website, and check out customer reviews on Trip Advisor or Facebook @Sportscarhire Shrewsbury. Easy access from the A5/M54 road network.

Please complete our brief email form on the website and we'll phone you back, as due to safe working we're only in by appointment during June.

**Sportscarhire,
Vanguard Way,
Battlefield Enterprise Park,
Shrewsbury,
SY1 3TG**



www.sportshire.co.uk



JETHRO BOVINGDON

Our world may be fragmenting, but some core values don't change, says Jethro

IN THE GREAT DUSTY BIN OF EVO FEATURE ideas that never happened, my favourite is the oft-touted and never realised 'Classic eCoty'. The concept is simple. Pick a year from an era before *evo* existed, identify the most exciting cars launched in that 12-month period, and then thrash them around the countryside for a week to crown eCoty 1973, for example. Well it'd be wrong if we didn't kick off with a Porsche shoo-in, wouldn't it?

Just imagine! Before the inevitable unanimous win for the 2.7 RS we'd be treated to the spectacle of a BMW 2002 Turbo snapping at the heels of a Ferrari 365 GT/4 BB; a tail-sliding Mk1 Escort RS2000 being shadowed by the sophisticated but rowdy Dolomite Sprint. Maybe we'd finally get hold of the De Tomaso Pantera GTS that'd we'd been promised for nearly a year from the importers and get to sample Japan's Datsun 260Z... What a fantastic list of shapes and noises and potential mechanical failures. Why did we never make this idea happen again, Stu? Oh yeah, the potential list of mechanical failures. What a tragedy. All those hypothetical memories consigned to the scrapheap.

Or maybe not. The lines between a Classic eCoty and our regular annual celebration of the greatest new cars on sale are beginning to blur. Just think how eCoty 2021 could look. Sure, we'll want a 992 GT3 and Ferrari SF90, the new M3 and the wild Giulia GTAm. Hopefully the new Hyundai i20 N for those of us working on a tighter budget, too. But wouldn't a Singer 911 DLS also make a pretty mighty contender? Not forgetting the GTO Engineering Squalo, of course. Hell, even their standard 250 SWB revival would be an astonishing thing to include. Then there's the MZR-50 Anniversary that reinvents the Datsun 240Z, the Redux E30 M3, the Lancia Delta Futurista, even Maserati's own Fuorisserie department is teasing on social media with 'Project Rekal', a new concept based on the Ghibli or Shamal of the '90s.

It's a fascinating time, isn't it? On the one hand, mainstream manufacturers are being forced to embrace hybrid and EV technology, to downsize engines and offer vegan interiors. Yet, on the other, the hunger for highly evolved legacy technology is voracious. It takes many forms – from stunning restomods to simple piecemeal upgrades – but there's no question that the buzz

around, say, Nismo offering complete RB26 engines once again dwarves an announcement that the new AMG, RS or M model has 503bhp and a drift mode, or that Etceterini will soon offer another 2000bhp EV supercar with a 600-mile range.

So is our world fragmenting? Or perhaps even deliberately breaking away to avoid the EV asteroid that threatens to destroy our old way of life? Is *evo* and its audience simply giving up on remaining relevant, fatigued by the twin evils of spiralling weight and a horsepower war so pervasive it feels like the only metric anybody cares about is hitting 60mph in less than 2.5 seconds? I hope not. In fact, I think our remit is clearer than ever. Certainly easier than that of a mainstream mag, which has to navigate the almost impenetrable arguments over well-to-wheel emissions, EV

charging infrastructure, hydrogen fuel cells and synthetic fuels. For us the mission statement remains the same. The Thrill of Driving is all that counts. Be that EV, hybrid, restomod, reimagining, replica or anything in between... all we care about is how it drives and if you should want one deep down in your soul.

The point of saying this out loud is as much a reminder to me as a rallying call for us all to keep an open mind and to think of this ever-expanding world of performance cars as a melting pot rather than a divide separated by a yawning chasm. Do I roll my eyes at yet another EV supercar rendering? Oh my god, yes. Do I

want an Alfaholics GTA-R more than the entire line-up of many supercar makers put together? Pretty often, yep. But if I've learnt anything in this job it's that surprises are frequent and on-paper disappointments can add up to real-life heroes.

So let's be excited about an eCoty that could comprise an air-cooled 911 that revs to 9000rpm and a hybrid mid-engined machine with a dozen driving modes and a carbonfibre chassis. Let's embrace the idea that a car that looks like a 1960s Ferrari might just edge out a new 812 Competition when it comes to the thrill of driving. Or not. Who knows? Until we get all of these sorts of cars on the same roads on the same day, it's impossible to predict.

The idea of Classic eCoty might have been a frustrating non-starter, but I'm sure there are many more eCotys to come with cars that are diverse, extreme, evocative, technically fascinating and impossibly exciting. You might even call them classic.

'Be it EV, hybrid, restomod, reimagining or replica, the Thrill of Driving is all that counts'

@JethroBovingdon

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



TEST

*It's M3 Competition versus Alfa Giulia
Quadrifoglio in the battle of the sports saloons...*

MATCH

*and just to really test their mettle, we've brought along
a 992 Carrera, too. This is going to be close...*

SPECIAL

by ADAM TOWLER

PHOTOGRAPHY by ASTON PARROTT





B

AUTY AND THE BEAST. IT'S A TEMPTING IF LAZY way to polarise our pair of 500bhp sports saloons, but I promise that's the first and last time I'm going to make reference to the BMW's bizarre nostrils. Instead, I'm more concerned about the amount of pies it appears to have been consuming, and the switch to a torque converter automatic gearbox from the old M DCT. Is it really going to cut it as a proper M3? These are the questions we've set out to answer over the course of a couple of days' driving.

I claim first dibs on the M3, which is how I come to be slogging up the M6 early on day one. Somewhere out there Dickie Meaden is making similar progress in our **evo** Fast Fleet Alfa Romeo Giulia Quadrifoglio, while Jordan Katsianis is similarly watching the miles tick by from behind the wheel of a plain vanilla Porsche 911 Carrera. The Alfa's presence here is easy to understand: it's our favourite sports saloon of the moment, so it's an obvious and formidable foe for the new M-car – a straight shoot-out for class supremacy. We could have added a Mercedes-AMG C63 to the mix, but that car isn't long for this world, so you can find our musings on the model's future at the end of this story, in the form of the CLA45. There's an Audi RS4 back there too, demoted on account of it being significantly outgunned in this company and, with the arrival soon of the M3 Touring, about to lose a precious USP against the BMW.

But the 911? That's a slightly more esoteric comparison. The standard 911 has always been just one tantalising step up from the BMW, a barometer of excellence in semi-attainable performance motoring, whether a 993 Carrera over an E36 M3, or a 997 above an E46. But in this test the

heavily optioned M3 retails at £86,745, up from a basic price of £74,755, while – unusually for a press car – this 992 Carrera has limited options and hence costs £86,290, up from £84,870. The Alfa is more affordable than either at £67,195 basic, but again options bring it close at £83,295.

You certainly get a lot of BMW for your money, the G80 M3 having a chubby kerb weight of 1730kg, a rise of 170kg over the old F80. The 992 Carrera is heavier than its predecessor too, by 75kg over the 991.2, largely due to the adoption of the hybrid-ready eight-speed PDK gearbox as standard and the 'wide' body for all variants. It still undercuts the M3 significantly, though, tipping the scales at a more respectable 1505kg. The Alfa sits almost exactly halfway between the other two with a figure of 1620kg.

You can tell a lot about the new M3 from the first mile, but even before it turns a wheel, the solidity, complexity and consciously 'designed' ambience of the interior are a strong clue to the BMW's personality. The driving position is a low, well-sited one, and the support from the carbon buckets seats is substantial. But it's once you've fired the S58 straight-six into life and engaged Drive on the central shifter that you really get the M3's flavour. The car itself feels immensely rigid, left to right and diagonally, as if it's being braced by a welded-in FIA cage. The ride quality, even in the softest setting the car always defaults to, is overtly firm, but as the first sunken manhole cover and road scars are dealt with, it's also clear that the M3 has quite outstanding wheel control and poise. Even at low speed, when the onset of a ridge or awkward hole looks sure to punish those 35-profile rear sidewalls, the car deals with them via one sharp but

Above: 992 Carrera sandwiched between two closely matched sports saloons; it should be quite a battle. **Opposite:** M3 makes all the right early moves, but Alfa has it covered





beautifully controlled motion. Substantial miles are shrunk effectively in this car, despite its sporting aspirations.

The S58 engine is markedly different to the old S55: still with the same underlying gruff straight-six bark, but more rounded, with less of that raucous metallic twang and virtually no suggestion of it being turbocharged. It pulls from almost zero revs convincingly, its delivery strikingly linear, and while there's a sports exhaust option, the GPF ensures that a few burbles on the overrun and a subdued boom is all you'll hear from the outside. When you factor in the oily smooth changes of the torque converter, you have a car that manages to feel both quietly potent, and indeed special, but also completely undemanding and effortless to spend time in. Not an easy trick to get right.

Having filled our steeds with superunleaded at our designated meeting point, it's time to head off into the Trough of Bowland and its narrow lanes. I've set the BMW's mode paddles to a fast road mix – M1 with the MDM traction setting for fun with some inherent security, and M2 with the most aggressive engine, medium suspension still (Sport Plus is too aggressive for the road) and no traction or stability net whatsoever – so I can switch between the two as I see fit.

I'm following in the tracks of the 911 and it looks wide. In fact it's only 44mm wider than a 991 or a 997, but it's 87mm wider than an original 996 Carrera. Then again, the new M3 dwarfs an E36 or E46 M3. The reality is that the Cayman now occupies the space the 911 once dominated, leaving Porsche's icon to fulfil a wider remit than ever before.

More of a 'sports coupe' it may be these days, but the 911 is already giving notice that it remains the sports car of this trio, because I can see Jordan is able to thread it down this hillside sequence of random curves with the kind of confidence and point-and-squirt pace that is uncomfortably brisk from within the wider, loftier M3. That's not to say the M3 isn't effective, far from it, just that its size, weight and saloon car foundations eventually show.

On the plus side, that sense of titanium-cored strength at lower speeds translates to fabulous body control when you're really pushing on. The M3 just never feels like it's out of its comfort zone. There are some wicked sudden compressions on the road we eventually reach, with gouges running deep through them to attest painful prior car-road interfaces, but the M3 is never going to be caught out by them. The harder you drive it, the more you lean on the brilliant brakes into a corner, relishing the calm progression of the steering, the more the inherent balance of the M3 seems to bubble up to the surface. The old F80 could feel pretty wild at times – even the improved later cars – but the G80 feels completely on your side, adopting a deliciously neutral 'set' into a corner

**'THE 911 IS ALREADY
GIVING NOTICE
THAT IT REMAINS
THE SPORTS CAR
OF THIS TRIO'**



and often embellishing the sensations with small, controlled amounts of oversteer on the way out. Be more liberal with the throttle out of a tighter corner and it'll really light up the rear, the diff more predictable in its responses than the sometimes hard-to-read unit in the Alfa.

When we stop for a chat and a swapover, Dickie – who had seemed cool towards the M3 initially – is very much a fan: 'It's a great feeling, playing with the poise and the balance. If there was a cresting corner you'd know it's going to relax on its springs a little bit, and then it might slide, but precisely and predictably. Almost in a way that you don't have to think about. Just enough, though, to be fully engaged, but not edgy enough that you're actually more consumed by the jeopardy than you are by the fun. For a car as big and with the mass that this thing has, I think it's really impressive.'

Time to reacquaint myself with the Alfa. Sitting in its £3250 Sparco carbon buckets, the driving position is even better than the M3's, and the ambience utterly different to the German. After the airy, techy feel of the Beemer, the Alfa's snug, chummy cockpit with its narrower glasshouse and dark materials, its simpler switchgear and screens, and the raucous growl of the 2.9-litre V6 all combine to strike a completely different chord.

If there's one thing that's becoming abundantly clear, it is that here we have two terrific sports saloons that come at the same objective from entirely different parishes. What makes it all the more surprising is that they're both powered by turbocharged six-cylinder engines developing 503bhp, have torque converter automatic gearboxes and rear-wheel drive, and yet in strengths, weaknesses and character they

Above: snaking roads through the Trough of Bowland provide the perfect workout.
Top left: 911 no longer the compact sports car it once was, but still a joy to thread along roads like these



**'THE M3 HAS
FABULOUS BODY
CONTROL WHEN
YOU'RE REALLY
PUSHING ON'**





genuinely couldn't be more different. I cherish the fact that in 2021, with the world increasingly homogenised, here are two cars that have such strong, unique flavours.

At one end of the spectrum, the Alfa's almost lazy spring-rates and soft damper settings in comfort mode make it a wonderfully relaxing car to pad around in. There's a fluidity to it that has become extinct in German performance cars, one that apes the Alpine A110 in how it relaxes and goes with the flow – a quality that often seems to have a correlation with the driver's heart rate, too. Having said that, occasionally a nasty pothole has a tremor reverberating through the car, a sense that the suspension is struggling just a little to cope with the weight of a large alloy wheel flung suddenly aloft in a way the M3 would never allow to happen.

I wanted to make the above clear first, and to add that by and large the Quadrifoglio feels like a quality product, inside and out, before getting into what the Alfa is like to really drive, because so much of what follows is going to sound like a nationalistic stereotype that there's a danger the whole car gets seen through a one-dimensional lens (with its inevitable clichéd negative connotations too). Nevertheless, if you think that a 503bhp Italian sports saloon with a massive cloverleaf slapped on its flanks will be full of passion, verve and spirit, a red-blooded force of nature that's impossible to deny, then you know what? You're exactly right.

From the boom and distinctive note out of its Akrapovic exhaust, to the way the V6 wants to rip up the rev range, the Giulia immediately begs to be driven quickly in a way the others just can't inspire. Those massive aluminium paddles are a masterstroke – if strangely difficult for rivals to emulate it seems – while the shifts themselves seem quicker than the BMW's, and without the yawning wait if you've strayed near

the engine's red line that also afflicts the M-car. The light steering is so fast from lock to lock you have to immediately calm your inputs to avoid unsettling the car, and the rear gently shuffles around as the electronically controlled diff attempts to deploy all that grunt.

It's an engrossing, invigorating experience. 'It just has such an abundance of power and torque that it always feels quicker, faster, more accelerative, more muscular than the BMW, and the Porsche for that matter,' is Dickie's take, and I can only assume the lighter claimed kerb weight for the Alfa than the M3 plays its part here. By comparison, the BMW offers more torque (479 versus 442lb ft), but sometimes you sense it's as though the M3 is trying to run around with a heavy rucksack on its back, blunting its initial responses.

Unlike the BMW, the Alfa needs the vertical support from its firmest damper rates for this challenging Dales road, even if they make the ride a little choppy: it's the only way to protect the underside on the sudden compressions, but it also requires you to select Race and do without any electronic safety net, which certainly focuses the mind. The brakes are powerful, but the initial response is a bit snatchy, denying the sort of flow that characterises the other two cars. At this sort of pace the driver is certainly on high alert in the Alfa, but they are also the one likely to have a huge grin plastered on their face, even if it occasionally switches to a grimace.

NEXT MORNING IT'S OFF TO THE MOORS AND I GRAB the key to the 911. I miss the old, driver-focused interior with its clearly legible dial pack, but the Carrera retains that low-slung, purposeful environment that 911s do so well and immediately serves up the typical Porsche offering of beautifully balanced control weights and precision to

Above: Alfa has a wonderful fluidity to its chassis, which, combined with its absolute firecracker of an engine, makes for an utterly invigorating drive.

Left: BMW cockpit has an airy, techy feel



'THE GIULIA'S STEERING IS SO FAST, YOU HAVE TO CALM YOUR INPUTS'

everything it does. The turbocharged 3-litre flat-six is fairly muted in normal driving, and in this 992 there isn't the suite of modes to wake things up – it's simply a press of the Sport button and then a switch to toggle to 'M' for manual, down where once there used to be a gear selector. The tiny paddles behind the steering wheel are disappointing to use after the Alfa's (the BMW's are somewhere between the two), almost to the point where you wonder if Porsche actually wants you to change gear. However, when you do, the PDK shames the responses of the other two, particularly at higher revs.

Evaluating the 911's straight-line performance is tricky. On one hand its ability to sprint off the line with the benefit of turbo-rich torque and short initial gearing makes it a rocketship, and wrung out and hauling hard up to 7000rpm it feels the quickest car here, but there are other times when just tipping into the throttle seems to have surprisingly little effect, even once a suitable ratio is acquired. Let the auto 'box sort it out and you'll have a pause followed by a rather graceless snatch while it frantically tries to match gear, revs and a suitable rate of acceleration. Its 380bhp and 332lb ft clearly lag behind the other cars here, but the additional weight of the 992 feels like it is perhaps sometimes taking its toll too, and, odd as it may seem to say it, so does the overall excellence of the car's fundamental engineering.

Yes, the inconvenient conundrum of the 992, as we've said before, is that it's almost too polished – it's so good at refining the process of going quickly that somehow something intangible has been lost in the process. In this form it feels like it could so easily take a lot more power, but it seems curiously reticent at times to really give an experience back to the driver unless you're driving the wheels off it. Meaden says it requires 'a concerted effort to reveal the 992's sparkle', while relative new-boy Jordan seems bemused to the point of being upset that he's not enjoying it more. I won't lie, I am too. Unless you're really placing loads through the chassis it seems to go into a meticulous ECU-regulated doze. It's a curious thing, and a devil to describe, but as deeply impressive as it is, fun isn't always at the top of its agenda.

No such qualms in the Alfa. Hacking across the wide open spaces, a flutter of rain bristling against the screen, the Alfa forges on, pulling out a yard or two over the BMW, then losing ground elsewhere, both literally and in our affections. The BMW has the dynamic advantage in the majority of situations, the Alfa the shining drivetrain. Then it rains properly, the temperature drops to 3 degrees, and the sticky Pirelli Corsas go for a long lunch, with many courses, and wine...

The Porsche's work is done. It's proved that the old status quo remains solid: it's the fastest car here, stops and changes direction in a way the other two can only fantasise about, and its traction is on another level. In addition,

Left: all three have superbly supportive seats, but the Alfa's masterstroke is its pair of large and superbly tactile aluminium paddleshifters



in this 992 iteration it is the consummate everyday sports coupe, useable to the extreme, enjoyable regardless of your skills behind the wheel. And yet we all agree that the basic 992 feels a poorer car without the power and tech of the more expensive models, a reversal of how 911s often used to feel. It's a car we admire for many of its attributes, but none of us feel overly passionate about. Strange.

All of which leaves our core protagonists battling to the line. Last time the M3 took on Giulia, the Alfa Romeo took the spoils from the F80 Competition by the narrowest of

margins. This time we all eventually agree that the M3 is the better car in an objective sense. When I first walked towards it with key in hand, I admit I felt some resentment at the direction the car has gone in, and yet, miraculously, BMW M has worked an absolute blinder, somehow gelling all the constituent parts into something that works beautifully.

It's a proper M3, but I wonder if it isn't almost an even better M5. By which I mean that when an M2 Competition/CS seems spiritually to occupy the spot where the M3 once sat, encapsulating what made previous generations so



Alfa Romeo Giulia Quadrifoglio

Engine V6, 2891cc, twin-turbo Power 503bhp @ 6500rpm

Torque 442lb ft @ 2500-5500rpm Weight 1620kg

Power-to-weight 315bhp/ton 0-62mph 3.9sec

Top speed 191mph Basic price £67,195 As tested £83,295

evo rating ★★★★★

BMW M3 Competition

Engine in-line 6-cyl, 2979cc, twin-turbo Power 503bhp @ 6250rpm

Torque 479lb ft @ 2750-5500rpm Weight 1730kg

Power-to-weight 295bhp/ton 0-62mph 3.9sec

Top speed 155mph (limited) Basic price £74,755 As tested £86,745

evo rating ★★★★★

desirable, so the G80 seems like a modern interpretation of the traditional M5 recipe – involving sports saloon one moment, continent crusher the next. Dimensionally it's similar to the E39 and E60 M5s, and it's almost as heavy. With the weight and sheer size of the current 'real' M5 making it unsuitable for many UK roads, I'd much rather have a G80.

So that's all very neat then. Except that this is **evo**, so... 'From a professional road tester's perspective the BMW trumps the Alfa, but as an enthusiast I know that in my heart I love the Giulia,' says Dickie, glancing fondly at the Giulia,

streaked in unseasonal road salt. Jordan calls the big red one 'joyful' despite giving the nod to the M3 overall 'by a hair'.

The appeal of the M3 grows on you, and will probably continue to do so over time, but having the Quadrifoglio in your life is to possess something that feels truly exotic, that makes you feel all warm and fuzzy inside every time you see and hear it, that brings the task of driving for fun truly alive. You'll always look for the long, interesting way home in the Alfa, in a way you only occasionally would in the others. That's not just the hallmark of a great car, it's the stuff of an **evo** legend.



Porsche 911 Carrera

Engine Flat-six, 2981cc, twin-turbo Power 380bhp @ 6500rpm
Torque 332lb ft @ 1950-5000rpm Weight 1505kg
Power-to-weight 257bhp/ton 0-62mph 4.2sec
Top speed 182mph Basic price £84,870 As tested £86,290

evo rating ★★★★★

THE ONES THAT GOT AWAY

THERE IS NO AMG C63 IN THIS TEST, AND HENCE FOR THE first time in as long as we can recall, a sports saloon shoot-out hasn't been overlaid with the furious, bassy score of an AMG V8. And, in case you haven't heard, there will be no more AMG V8s, not in C-class saloons at any rate. The more expensive models will survive. For now.

The next C63 will use a version of the four-cylinder turbo motor currently found in the A45 family, further bolstered by a hybrid set-up to provide the 500bhp-plus performance that AMG will feel – like all performance car manufacturers, sadly – it has to provide to retain appeal in the market.

I'm trying to envisage what that might be like from behind the wheel of this very black CLA45, but the overpowering emotion is of sitting in a car one size too small after spending the best part of three days in the BMW and Alfa. Of course, that's to be expected, but where the other two sit you low down in the car, ready for action, in the 45 I'm perched up uncomfortably high, the driving position nothing like as well resolved. There's a lot of road noise, and the ride quality lacks

the easy absorbency that both the M3 and Quadrifoglio can muster. You can get into one of these 45s from £40,825, and right now the £25k-plus price difference seems entirely justified. Then again, the one I'm driving is a whisker over 59 grand, which suddenly doesn't seem that far away from the M3 after all...

All of the above is true right up until the moment I twizzle the 45's steering wheel-mounted mode control and floor the throttle, at which point it sends the world into reverse in a way that feels every bit as potent as the big banger competition we've been talking about on the preceding pages. It's a welcome reminder of the absurd pace Mercedes' 45-engined cars possess; the question will be whether AMG can recreate, somehow, some of the old personality of the V8s from just four cylinders and electrical power. It's a question for all car makers, really. In the meantime, the CLA45 is a car that grows on you with miles: small, expensive, ludicrously rapid and actually quite individual, it's a car with very real appeal.

The reason you didn't see Audi's RS4 battling the M3 on the lanes of



the Dales has nothing to do with the fact that it's only available with an estate body. That's not stopped us comparing such cars before and, after all, the new M3 Touring – the first M3 to reach production with such a body style despite the clamour, on the internet at least, over the years for one – will soon make even a direct comparison possible. No. It's that the Audi falls rather awkwardly between rivals and genres if you look a little deeper than face value.

Take this Turbo Blue example: its bulging arches, black wheels and fake vents all conspire to suggest it's the musclebound super-estate in that love-it-or-loathe-it aggressive way only the Germans know how to achieve. It's the kind of car that says a lot about you upon arrival, accurate or otherwise. Yet in standard £72,000 form, a five grand premium over the M3 Competition, it offers 'only' 444bhp from its 2.9-litre twin-turbo V6 against the M's 503bhp.

More to the point, without the embellishments of options, the RS4 is a surprisingly restrained car in reality, in spite of what the spec sheet might lead you to believe. The V6 is relatively muted and

rather bland in character, with little of the fire and personality that define the similar-displacement V6 in the Giulia Quadrifoglio. Yes, you can spend a further £1250 on the sports exhaust, but while the RS4 hits hard and early, and certainly doesn't feel weak on the road, there's no mistaking that, wrung-out, it lacks the top-end fury of the other cars in this test.

This rather quieter character is at odds with the standard passive suspension, which can feel tiresomely agitated on a typical British road. The answer is to spend a further £2000 on the DRC adaptive set-up, for with this technology the RS4 enjoys a nicely fluid ride quality in its comfort setting, and that makes for a great ground-covering combo with the effortless traction of the four-wheel-drive system and the punchy, lag-free delivery of the V6. All in, and to use that tired phrase 'in the real world', there isn't much that's quicker than an RS4. But this more traditional Q-car repertoire, effective but not the last word in excitement, seems a mismatch with the Audi's looks, and it remains a car we respect rather than love. **X**



WILD



If the days of petrol-fuelled Aston Martins are numbered, then the arrival of not one but two monstrously powerful new models – the limited-edition V12 Speedster and one-of-one Victor – should be cause for celebration. We drive them both

by RICHARD MEADEN PHOTOGRAPHY by DEAN SMITH

THINGS



V12 SPEEDSTER

T

HERE'S A LOOK-AT-ME ELEMENT to most sports and supercars. We can all stroke our chins or beat our chests in protest and claim it's all about the driving but, like it or not, the cars we choose to own are an extension of ourselves and an expression of who we are. They make a statement on our behalves. So, what to make of Aston Martin's V12 Speedster?

In principle a car with almost 700bhp and an open cockpit, built by one of the sexiest and more storied marques, should be sensational. In reality the Speedster, just like the McLaren Elva and Ferrari SP1/SP2 Monza, stands accused of being a rather pointless car. One that exists solely to serve a superheated collector market. A market that doesn't seem so hot on the genre, at least if McLaren's ever-reducing build run of £1.4m Elvas (now dropped to 149 cars, from an already revised-down 249 and an original proposed total of 399) is anything to go by.

Sorry. Perhaps I'm being harsh. There's certainly nothing new in high-end car companies finding ever more extravagant and extrovert ways of relieving colossally wealthy people of enormous amounts of money. Still, there's something uneasy about cars that are entirely reliant on the weather, force you to wear a crash helmet, and look like a Yeezy trainer on wheels. Oh, and in the case of the V12 Speedster, cost £765,000. Which, to be fair given production is limited to just 88 cars, is something of a bargain in this admittedly warped niche.

I wouldn't normally start a drive feature in such negative or challenging terms, but I don't recall ever having such conflicting feelings ahead of driving a new car. Especially driving a new Aston Martin, which is a dream for many people, and rightly so. It doesn't help that our slot to drive the Speedster comes in the middle of the wettest and most miserable May on record, conditions that only serve to underline the inherent daftness of these roofless, screenless cars, at least in the UK or indeed much of northern Europe.

When first proposed, the Speedster was to be ostensibly based upon the Vantage. But as the programme progressed it borrowed from the DBS, which donates the front-end structure, engine, suspension and brakes, and also the DB11 Roadster, which provides the pop-up rollover protection system. As for the rest, well pretty much everything aft of the A-pillars is Vantage. Aston doesn't talk about VH any more, but the smart principles of that engineering philosophy remain.

Looks are subjective, so I won't waste time painstakingly detailing the Speedster's styling. What I will say is the height and bulk of modern cars – especially those that are front-engined – doesn't lend itself to evoking the exquisite lines of, say, an Aston Martin DBR1. Even when painted in a colour scheme that mimics that of Aston's iconic 1959 Le Mans winner. Midway through the day, it strikes me that in profile the Speedster looks like someone who spends a lot of time in the gym working on their arms and chest, but never gets round to leg day. It's a mental image I have since been unable to forget.

The cockpit is more successful. The central spar takes a little getting used to but sets the tone for what is an undeniably dramatic driver's eye view. You feel just exposed enough while still feeling nicely hunkered into the car, the only lingering issue being that it's hard to judge how far away the front wheels are. Design-wise, really neat touches include details such as the one-piece moulded door panels, which incorporate







**‘THE SPEEDSTER
ABSOLUTELY
ROMPS ALONG
TWISTY A- AND
B-ROADS’**



Above: body clearly related to Vantage; thorough development programme means Speedster could lead to a new V12-engined Vantage in the future

perforations for the hi-fi speakers. There's the usual mix of modern and classic materials, with pleasing use of saddle leather for the door straps. It's sometimes hard to see the point of handmade craft in modern cars, but the Speedster offers a satisfying blend without the old-school elements feeling like token gestures. It's a generally cleaner, less busy environment than the Vantage, and a pointer to what we can expect to see in future series-production Astons.

One of the main highlights of the car is the V12 engine. There'd be something wrong if a twin-turbo 690bhp motor didn't make an impression, but in this case it's more about the Speedster-specific changes to this DBS-sourced motor's character than the appeal and drama of the basic hardware.

Where the DBS Superleggera pummels you down the road with a monolithic 664lb ft slab of torque, the Speedster feels more intense because it has to work a bit harder, thanks to a reduction of more than 100lb ft in peak torque, with the new 555lb ft peak now arriving at 5000rpm, rather than 1800rpm as in the DBS. It's a major change in



philosophy, and one suggested by Aston's new CEO, Tobias Moers – a man who knows a thing or two about torque after his 20-plus years at Mercedes-AMG. It's also necessary to prevent the Vantage-sourced ZF automatic from devouring itself (it's not rated to take the full force of the DBS-spec motor). While it might be a pragmatic solution, it brings a welcome change in character, too.

The effect is impressive, for instead of the DBS's gravitational and almost entirely linear pull, which eventually tails off some way before the red line, the Speedster's in-gear acceleration has a more vibrant sensation of building to a crescendo, reaching its peak at a point in the rev range where the DBS begins to fade, then holding that peak for a further 1500rpm. It also has the effect of not immediately overstressing the limits of traction, so while there's still a ton of grunt at low revs, it's not delivered in a torrent.

Combined with the slick-shifting paddleshift auto, the Speedster absolutely romps along twisty A- and B-roads, squirming gently against its stability control as each corner opens out and steaming down even the shortest of straights. It's still a very different sensation to that of a naturally aspirated V12, but there's a nuanced and welcome difference between the DBS's one-dimensional delivery and the increasingly

tight bear hug you get from the Speedster the harder you work it.

Your enjoyment of the soundtrack is intermittent to say the least, for much of it gets drowned out by the slipstream beyond 60mph, let alone at the claimed top speed of 198mph. What you do get to enjoy is the muted howl when accelerating in the lower gears, and a drum roll of crackles and pops under braking. It's nothing like the aria you'd get from working a Ferrari or Lamborghini through the gears (or indeed a Vanquish or V12 Vantage), but it's a sound packed with potency.

I doubt the novelty of pointing and squirting the Speedster down a windy road would ever truly wane, and once you get beyond the immediate shock and awe of uncorking all that propulsion you find there's plenty to enjoy about the way it tackles corners.

I'm sure there's some psychological effects at play when driving this sort of car, but there's an impression of reduced mass about the Speedster in the way it changes direction and can be aimed at an apex. There's a brightness to the dynamics and a welcome sense of agility that quickly makes the Speedster shrink around you. It's easy to place it accurately, even though your sight-lines are less than conventional, with no A-pillars to gauge your positioning on the road.

You can completely disable the stability control, but there's really no



'COMMIT TO THE SPEEDSTER AND IT CONNECTS YOU TO THE ACTION'

need. Toggling through the dynamic modes reveals Sport+ to offer enough latitude for the rear wheels to just over-rotate under hard acceleration, but enough control to ensure they don't spin up like Catherine wheels. You still need your wits about you, especially on tarmac still slick from an earlier downpour, but this V12 bobsled isn't the skittish monster you might expect.

Any steering corrections you might need to apply are quick flicks and nudges, both because the breakaway is quite sharp, and because the rear comes back into line equally swiftly. And since the stability control isn't too domineering there's just enough squirm to make you feel the effect of each and every one of the 555lb ft, but with the reassurance that it will catch itself before things get silly. Commit to the Speedster and it connects you to the action.

The end result is a well resolved car. One that's a credit to the development team, whose Covid-restricted efforts required them to complete the hard miles through a foul British winter. That effort shows in how well the car copes in tricky conditions, and how complete it feels whether you're tickling along through town or enjoying the performance on fast open roads.

What you quickly come to realise is that the Speedster is as much for others to enjoy as the driver. It certainly makes for a crazy sight amongst everyday traffic, especially when the skies suggest a downpour is imminent. You might start out driving with a high degree of self-consciousness, but after a few hours you're not sunk quite so low in the seat and more than happy to make eye contact with those gawping at you. No doubt some of those are calling you all kinds of names (fortunately your crash helmet and the engine swamp pretty much any extraneous noise), but the majority are clearly consumed by a degree of childish glee at what they're seeing.

The only real downside is that you need to allow at least half an hour for each fuel stop. Not because the Speedster has a colossal tank, but because everyone wants to stop and talk to you, or take a selfie. With the car, I hasten to add. If there was a car perfectly suited to the Instagram Generation, it is this.

Perhaps because of the attention you get whenever you stop or drive through towns or villages, the solitude you experience once out on the open road is especially satisfying. The hi-fi makes as much sense as one of those Honda Goldwings with speakers and a tow bar, but the heater and heated seat mean you are toasty, even as rain flecks your helmet visor. I'd hesitate to suggest the Speedster makes every journey feel like an adventure, but there's certainly an added dimension to driving it. Probably a little of what it is to ride a fast motorbike, and certainly akin to driving something like an Ariel Atom or Caterham Seven.

There is an added bonus to the V12 Speedster. One that's not officially confirmed but makes total sense: a new V12 Vantage, based upon the Speedster's underpinnings. It would certainly explain the thoroughness with which this strictly limited-run machine

Far left: unexpectedly compliant suspension means the Speedster feels every bit as at home on the road as it would on a trackday



has been engineered, while some of the design detailing – such as the full-width bonnet bulge/scoop – hint at clever ways extra headroom has been made for the V12.

If build volumes were kept in line with the original V12 Vantage (circa 1000 units) then Aston could avoid the need for space-consuming crush zones in the bonnet – something that makes the project that bit more viable. It might just be (educated) speculation at this stage, but we'd all love to see a return to Aston shoehorning its most potent engine into its most compact platform.

Until then, the blend of Vantage and DBS characteristics makes for an interesting machine. One with truly bombastic performance, but one that suits being threaded along entertaining roads. There's also a pliancy to the car that works very well with the UK's increasingly flaky road surfaces, so although this means the chassis hasn't been given needle-sharp responses, it strikes a smart balance that means the car feels more than sporty enough without becoming too busy.

Consequently, it's a car you can relax into and just make progress in, or show some commitment and hustle along nicely. Either way,

it doesn't rely on McLaren or Porsche 911 GT3 levels of attack to feel like you're doing the car justice.

As for that feeling of less mass I mentioned earlier, well, it's something of an illusion. Aston has been pretty cagey about the weight of the Speedster, but it is certainly in the region of 1750kg, maybe a bit more. That's hardly in line with the pared-back ethos of this car and the '50s racer that inspired it, but it is a reflection of the series production cars on which it is based.

Truth be told, Astons have never been light cars, so it stands to reason the Speedster isn't either, despite the carbon bodywork and lack of a lid. Does it matter? Instinctively, yes, it does, but in reality once you settle into the Speedster's groove, your expectations shift accordingly. It's not the last word in anything in particular, except perhaps indulgence on the part of the owners, but focus on how you feel when you're driving it and there's less to get hung-up about.

If my opening gambit was essentially a somewhat snarky 'Why?' then I suppose the inevitably glib retort from Speedster supporters has to be 'Why not?' They've got a point. I have no idea who buys these cars and no clue as to what they do with them, though I will



happily concede that the V12 Speedster is a much better car than I'd imagined it to be.

I'll even confess to being amused by the novelty of the driving experience, but despite the craziness and the genuine depth of its development, the Speedster still has the dubious honour of being the first Aston I've ever driven that I have no desire to own.

I doubt this revelation will cause anyone at Aston Martin to lose much sleep. Nor will it trouble those customers destined to add a V12 Speedster to their collections. This simply isn't a car for someone like me. And maybe that's the point.

**'THE SPEEDSTER
IS A MUCH BETTER
CAR THAN I'D
IMAGINED IT TO BE'**

Aston Martin V12 Speedster

Engine V12, 5204cc, twin-turbo **Power** 690bhp @ 6500rpm **Torque** 555lb ft @ 5000-6500rpm **Weight** c1700kg (est) **Power-to-weight** c410bhp/ton (est)

0-62mph 3.4sec **Top speed** 198mph **Basic price** £765,000

evo rating ★★★★★



VICTOR

O

NE-OF-ONE. WHEN IT COMES TO collector cars, there's no greater statement than a true one-off commission. And when it comes to true one-offs, few if any can compete with the sensational Aston Martin Victor.

A celebration of the Vantage nameplate's 70th anniversary and styled to evoke the bruising Vantage flagships of the 1970s and '80s, Victor is both a glorious throwback and a contemporary hypercar.

Best of all, there's quite literally nothing else like it.

We've grown used to Aston's ability to create very special cars for very wealthy clients, but even projects such as the recent Vantage V600 (tested in *evo* 274) evolved from the vision of an individual into a very limited run – primarily to amortise the prodigious cost of designing, engineering, building and developing a unique car.

No such compromise for the owner of Victor, who was prepared to bear the full brunt of the cost in order for it to be a true unicorn. Quite how much they've spent remains confidential, but it wouldn't surprise us if the number is somewhere near the £5million mark, or maybe even more. Like all money-no-object projects, it's a mind-blowing sum, but as Ferris Bueller once said, 'You can never go too far.'

Few marques have the appetite or in-house skillset to fulfil this type of commission, but not only were Aston's design and Special Vehicle Operations departments very much up for the challenge, but past projects gave them an enviable parts bin to rummage in. Carbon chassis? Check! Mighty, naturally aspirated V12 engine? Check! Track-honed suspension and braking systems? Check-check! Consequently the Victor is a glorious mash-up of major One-77 and Vulcan components, with a ton of bespoke work on top to create the exterior and interior.

Of all Aston's special-series cars, the One-77 remains the greatest enigma. This is largely due to a policy of not letting the motoring media drive it, but also because it was a difficult car to pigeonhole thanks to the juxtaposition of its couture styling and rampant, Cosworth-developed V12. Not to mention the Automated Sequential Manual transmission that fell awkwardly between the purity and engagement of a traditional manual and the immediacy of the best paddleshift 'boxes. By contrast, the track-only Vulcan – which was itself an extreme evolution of the One-77 – was better resolved for its intended purpose, more accessible to the media and more clearly understood by all of us as a result.

The Victor is built around a One-77. That's to say the carbonfibre Multimatic-built tub, the rear end, 7.3-litre engine and six-speed transmission. Starting life as a One-77 means the Victor has the identity of a road-legal car – something the owner was insistent upon – and is already fitted with items such as E-marked glass, which would be ferociously costly and time-consuming to make and certify for a one-off car. Other smart adoptions of existing components include the use of Valkyrie tail-lights.

For Victor the One-77's V12 has benefited from extensive reworking by original builders Cosworth. Now developing 836bhp and 599lb ft – up from 750bhp and 553lb ft – the Victor is the most powerful naturally aspirated Aston Martin we've yet driven. Aston also retained the One-77's six-speed Graziano transmission but, instead of sticking with the ASM version, the gearbox has been 'manualised' by removing the automated paddleshift system.







Aston then got more creative with the inboard suspension and carbon braking systems developed for the Vulcan. Likewise, the Victor features Vulcan-style side-exit exhausts, rather than the rear-exit system fitted to the One-77, to allow for a more extensive and effective rear diffuser. Together with the lantern-jawed front splitter this means the Victor's upper body surfaces (which are all carbonfibre) can remain clean, in the spirit of those '70s Vantages. The final flourish is the exaggerated and frankly wonderful upswept boot spoiler.

The interior is very special indeed, mixing the modern race car vibe of the Vulcan with the bespoke, crafted feel of an old-school Aston. As you'd expect, there's lots of exposed carbonfibre, especially in the footwells, where the high-gloss tub is there for all to see and admire. There's also acres of lovely supple leather wrapping the seats and ridiculously deep dashboard, which extends for what seems like a good metre ahead of you towards the base of the vast windscreen. However, the highlight for me is the solid 'crown-cut' walnut, which has a beautiful oiled finish and looks absolutely fantastic. Especially when used to form the round and wonderfully tactile gearknob.

The whole project reeks of the kind of design and engineering adventure few can hope to experience in their careers. That is unless

you're Amerpal Singh, not just lead vehicle engineer on Victor, but also on the V12 Speedster and DBS Zagato. Before working at Aston he was at Jaguar working on the Project 8. Special projects are his bread and butter, but even he's somewhat smitten by Victor.

'It's pretty epic!' he beams, before continuing in more engineering terms. 'The Victor project had already been started when I joined AML from JLR, but only so far as refining the customer's vision, which was for a more focused One-77 with a manual transmission and a look that captured the '70s Vantage. I came on board when the engineering began. Of course it's a big challenge, but the beauty with these customer commissions is you've got that singular vision. We quickly established it would be based upon a One-77 tub, engine and transmission [albeit evolved and adapted] but use the Vulcan suspension system and brakes. So it actually refines very quickly what the car should be, which means there's nothing done by committee.'

Perhaps the only conformist aspect of the Victor is its name. The latest in Aston Martin's long-established 'V car' naming protocol, the Victor moniker doesn't pack the punch of Vantage, Vanquish or Vulcan. Especially if you're old enough to remember the boxy '70s Vauxhall saloon, or had a great uncle Victor. Better to make the link to the Cold



**‘AS YOU’D HOPE,
THE ENGINE IS AN
ABSOLUTE FORCE
OF NATURE’**



Left and above:
unique bodyshell was
designed to summon
up the feeling of the
classic Aston V8s of
the '70s and '80s but
turned right up to 11

War strategic bomber designed to drop A-bombs on the commies, or the former chairman of Aston Martin, the ebullient Victor Gauntlett.

Funnily enough, AML used a rather more evocative internal codename for the car during its development: Muncher. This was borrowed from a remarkable privateer Aston Martin, the RHAM 1, which was owned and run by Robin Hamilton. The original Muncher raced at Le Mans in 1977 (where it finished 17th overall and 3rd in class) and again in 1979, this time sporting an outlandish aerokit and a twin-turbocharged V8 boasting very similar power to the Victor.

This later iteration was a valiant failure, retiring after less than three hours due to engine woes, but both versions of the car attained cult status amongst race fans and Aston Martin enthusiasts. As for its nickname? Well, that was given to it by Hamilton and his team on account of its voracious appetite for brake discs! Different times for sure, but it's rather wonderful that something of The Muncher's maverick spirit lives on in another glorious one-off Aston project.

Unsurprisingly, it's quite a moment when you finally get to drive the



Victor. I've been fortunate to get behind the wheel of many extremely valuable cars over the years. There's a certain responsibility, but I've always managed to calm myself by silently repeating 'It's just a car' in my head. In Victor, my mental mantra is 'the only one'. If there's a car you don't want to damage, it is this.

Like so many Astons before it, you enter the Victor having pulled on the flush-fit 'lollypop' door handle. The door itself swings light on its strut-assisted arc, leaving the wide sill (containing the exhaust pipe through which the left bank of the V12 exhales) to navigate before dropping down into the low seat.

Settle yourself into the Forest Green leather, press the Engine Start button on the steering wheel, and after a short, frantic spin of the starter motor the raucous V12 fires into life. The noise isn't ear-splitting, but it has the immersive nature of the best surround-sound systems, deep bass notes mixed with the brittle timbre of a dozen pistons busily scurrying up and down within their bores. Unlike in the Vulcan there's no clatter and chatter of a straight-cut racing transmission, nor the sharp hiss and crack of a pneumatic shifter. It's noisier than mainstream exotics, but remains a very tolerable place to find yourself.

Weirdly my right fingers instinctively reach for a paddle with which to select first gear. Pretty dumb, I know, but it shows how we're becoming conditioned not to expect a manual gearbox. Mildly embarrassed at my gaff, I depress the clutch (weighty, but not a calf-buster) and palm the lovely ball of machined walnut across the gate. The clutch is far easier than I'm expecting, at least so long as you resist the temptation to

introduce too many revs and instead feed the clutch in with a minimum of fuss. It might be a dying art, but shifting gears manually will always be an integral part of the definitive driving experience, even the bit where you pray you won't stall the car in front of a crowd.

The yoke-like steering 'wheel' is a fine piece of sculpture and feels great in your hands, initially at least: anything over half a turn of lock feels a bit awkward, if only because when you get to three-quarters of a turn you're either reaching for the flat bottom, or pushing the wheel round using the tip of the yoke. Either way it focuses you on how little lock there is to play with, and confirms that if you're exploring the outer reaches of the rack you're either doing a three-point turn or in the middle of a spin.

Both steering and gearshift require a proper amount of effort, at least in the context of other 21st century hypercars. The steering weight is the bigger surprise, but the heft is welcome and entirely appropriate given the look and character of the Victor. You also need to apply significant pedal pressure on the carbon brakes (380mm front, 360mm rear), but the overall effort levels are nicely matched to the resulting response, so the effect is one of satisfying physicality.

As you'd hope, the engine is an absolute force of nature. There's terrific throttle response and an ever-swelling sense of propulsion with plenty of torque and a feral appetite for revs. Very few cars can match it for drama, with the process of wringing it out through the gears leaving your mouth dry and your palms moist. Aston hasn't released any performance figures, nor an official kerb weight, but if

Opposite page, clockwise from bottom: Victor blitzes the short straights of Silverstone's Stowe circuit; Cosworth managed to squeeze even more power and torque from the One-77's epic naturally aspirated V12, peak power rising to a staggering 836bhp; side-exit exhausts not only look cool but allow for a much cleaner rear venturi; steering 'yoke' not terribly practical should you find yourself needing more than half a turn of lock





you assume it sits somewhere between the 1350kg Vulcan and 1650kg One-77 – let's say 1500kg – then we're talking somewhere in the region of 560bhp/ton, which is serious shove by any standards. We reckon it'd be good for 220mph and with a decent launch should crack 0-60mph in around 3sec, but it's the almighty in-gear punch and satisfaction of nailing a clean upshift or heel-toeing down the 'box while heaving against the shoulder harnesses under heavy braking that's the essence of the Victor driving experience.

The view from the driver's seat is extraordinary and a little intimidating, for you sit so far back from the base of the screen that the front wheels could be in another county (a distinct possibility at Silverstone, which straddles Northamptonshire and Buckinghamshire), but you soon learn that the Victor can be placed neatly at the apex of any corner if you learn to look that little bit further ahead.

On Michelin Pilot Cup 2s there's plenty of grip (at least when the track's dry), which is supported by a multi-stage traction control system that can be adjusted via a neat rotary barrel switch on the right spoke of the steering wheel. It's not stability control as you'd know from a road car, so respect is still due – especially on a damp or wet track – but the way it intervenes, even when relaxed to a very lenient setting, gives you plenty of warning the V12 is winning out against the rear tyres.

Even so, when powering along Stowe's straights on wet tarmac (I was lucky to drive it on a couple of occasions) I'm mindful of every flair in revs, just in case the V12 gets away from the traction control and the

Victor flicks sideways. It doesn't, but that's not to say it wouldn't, and I'd much rather not be the one to find out.

With useful but far from Vulcan-esque levels of downforce, you get plenty of confidence that the Victor will scribe your chosen line. Out on the ultra-fast sweeps of Silverstone's GP circuit this impression would doubtless increase, but within the tight confines of Stowe the Victor is relying more on its contact patches than its aerodynamics.

Encouragingly, it's a car that actually feels alive and engaging at any speed. You also have a little bit of warning before the front begins to push wide or the tail starts to slip, so once you've tuned in to its behaviour the Victor is a car you are ahead of and can predict, rather than a car that's always forcing you to react.

This bodes very well indeed for the Victor's owner, should they stay true to their intention of driving it on the road. A non-circuit environment would certainly add another dimension to enjoying the Victor. With trees, road furniture and narrower stretches of tarmac, the impression of speed – already intense – will be magnified.

The focus and aggression Victor has inherited from the Vulcan will give it the thrill of a road racer, but there's also a sense that it possesses some of the One-77's Super GT capabilities, so it's a car you'd want to take on a proper trip. Oh, and switching from the sub-par ASM system to a satisfying manual-shift transmission is a stroke of genius. One I'd definitely investigate if I owned a One-77.

We all have lottery-win fantasies. Victor is mine. ✕



Aston Martin Victor

Engine V12, 7312cc Power 836bhp @ 7800rpm Torque 599lb ft @ 6500rpm
Weight c1500kg (est) Power-to-weight c560bhp/ton (est)
0-62mph c3.0sec (est) Top speed c220mph Basic price £5million (est)

evo rating ★★★★★



by STUART GALLAGHER

ASTON'S NEW HORIZON

A wider portfolio, V8 mid-engined supercars and every new Aston beyond 2025 to be electric. CEO Tobias Moers reveals his plans for Aston Martin

TOBIAS MOERS ISN'T ONE FOR SMALL TALK. Answers to any given question are predominantly on the short side, often little more than a shrug, a smile, and occasionally a grimace. Having a career that spanned more than two decades at AMG allows you to point to the product you've created to do the talking for you. But the boardroom at Aston Martin's Gaydon HQ is a far cry from Affalterbach, Aston not so much at the opposite end of AMG's global success as in another galaxy. And there are quite a few people asking the 55-year-old German questions and expecting very detailed answers.

Including us, as we sit down with the Vantage-driving CEO for the first time since he took charge of the company, soon after billionaire Lawrence Stroll took a majority stake and became executive chairman. The opening couple of minutes is a checklist of what's been achieved in ten months: 'Transformation. Turnaround. Shutting one assembly line down. Building on one line. No more 70 (work) stations to build sports cars; 23 is enough. Can build more cars with better quality. Lots of efficiencies. Paint shop...'

Plenty to be getting stuck into, then, but first what did he find when he arrived? After all, it's no secret the company had gone through a painful IPO. 'We were in trouble, but I expected that,' he says. 'It was worse than I thought – as bad as it could be, maybe. The cash the company was spending day by day by day... But there was also a great team and we had the DBX. I wouldn't have come here if we didn't have the DBX.'

The importance of Aston's luxury SUV can't be overstated; the future of the company has been bet against it and it needs to deliver. And while reviews have been favourable, sales have been steady rather than explosive. AML's most recent accounts showed just under 2000 had been delivered (to customers and dealers) and AM has re-forecast its target to circa 3000 sales in 2021, some way short of the 5000-6000 a year predicted, although that was pre-2020. The introduction of two new engine derivatives should go some way to boost those sales.

One such derivative will be a V6 model, but not Aston's own V6, which had been in development. 'When I arrived it was only a concept engine. It didn't exist. Our partner [Mercedes] has a hybrid engine [the 3-litre fitted to the impressive E53] that is Euro 7 ready; why wouldn't we use this instead of spending more money redeveloping our engine to make it Euro 7?' Mercedes' stake, which will climb to 20 per cent in due course, and Moers' CV give him access to hardware his predecessor could only dream of.

Aston Martin has always been about sports cars, which is where the conversation heads next. Moers has shut one of the two production lines at Gaydon to reduce supply and build cars to order rather than for stock.

'We didn't need to build the number of cars we were. It's not about the number you build every day – 15, 20, 25 – it's about building what you need. Now we do that.' The sports and GT cars are now also painted in St Athan's paint shop for the simple reason that it's newer and therefore more efficient for series production cars in terms of reducing the need for remedial work. The Specials, such as the V12 Speedster, will still be painted at Gaydon as they are by their nature hand-built and finished cars. And the Specials will continue. 'These are such important cars. To us and our customers,' says Moers. But don't expect any new Continuation cars any time soon on Stroll's watch.

What you can expect is a series of comprehensive upgrades to the Vantage, DB11 and DBS, Moers' plan to broaden each model's portfolio with multiple derivatives already under way, although if you want a Vantage with a manual gearbox, be quick because it's going. There will be redesigns, too (Moers is diplomatic with his response when asked about the current design language, but his pause before answering speaks volumes) and a rethink for the mid-engined cars. 'They will have a V8. Valhalla will launch in 2023. Vanquish '24. But every new Aston Martin platform will be EV only after this. Electric is the only option.'

Under Andy Palmer this meant reintroducing the Lagonda name, but Moers isn't interested. 'Aston Martin is the brand. All our cars should – they will – be Aston Martins. Maybe we can use Lagonda elsewhere.'

As the interview progresses the answers gain a little more detail but the Moers poker face rarely slips and he remains a tough nut to crack. As does Aston Martin, as I'm sure he's discovering...

PROJECT HORIZON – WHAT'S THE PLAN?

DBX: Two new powertrains: mild-hybrid V6 and 800bhp V8 plug-in hybrid on their way. Looking at utilising the platform for other models.

Sports & GT cars: Facelifts focus on new interiors and infotainment systems; more power options for both V8 and V12 engines. Vantage and DB11 ranges expand, the latter with a more performance-focused model.

Mid-engined sports cars: Valhalla and Vanquish get AMG V8s built to Aston's own spec and fitted with AM's hybrid system on the front axle.

Valkyrie: Deliveries 2021 Q4, 'further opportunities' being considered.

The Specials: Will continue, at the cost of the Continuation cars.

Beyond 2025: Every new platform to be electric-only, but no current plans for new Lagonda models. 🚗

evo

Offer code D287

THE THRILL OF DRIVING

20%
OFF

YOUR FIRST
SIX MONTHS



DELIVERED TO YOUR DOOR EVERY MONTH

JOIN OVER 15,500 PEOPLE WHO ALREADY SUBSCRIBE

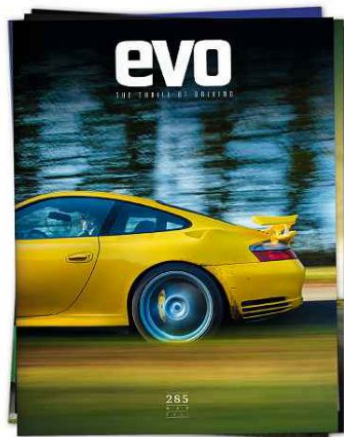
Visit dennismags.co.uk/evo

Live outside the UK? For our best overseas subscription offers visit subscribe.evo.co.uk/overseas-subscriptions or call +44 (0)330 333 9491. For the USA call 1-800-428-3003 or visit www.imsnews.com/evo

SUBSCRIBE TODAY

YOUR SUBSCRIPTION PACKAGE INCLUDES:

- Pay just **£24.00** for your first six issues, saving 20% on the shop price
- Continue to save **9%** on your subscription thereafter
- Free **evo detachable Poster Book** as a welcome gift
- Free **guaranteed delivery** of every issue straight to your door before it reaches the newsagents
- Access to subscriber competitions
- Money off **evo track events** - exclusive to our subscribers
- Receive unique, **collectable covers**, only available to subscribers



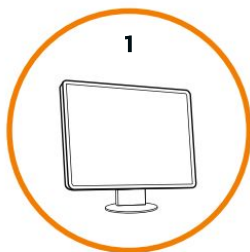
YOUR FREE EVO POSTER BOOK:

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.

RRP £225
**YOURS
FREE**



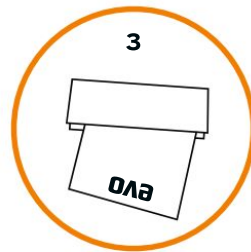
SIMPLY FOLLOW THE STEPS BELOW TO SUBSCRIBE



VISIT **DENNISMAGS.CO.UK/EVO**
OR CALL **0330 333 9491**



USE VOUCHER
CODE: **D287**



WE'LL POST YOUR
ISSUES FOR FREE



FOURS

Supra and Cayman can both be had with 2-litre four-cylinder engines that pack a surprising punch, but which is the sweeter steer? We find out on road and track

by JOHN BARKER

PHOTOGRAPHY by ANDY MORGAN & ASTON PARROTT

FEEL THE



ON ONE LEVEL, THIS IS A BATTLE of philosophies. In the Toyota you have the classic front-engine/rear-drive coupe, represented here by the Supra in its four-cylinder form, less powerful than the straight-six but lighter and better-balanced, boasting that holy grail 50:50 weight distribution. Then you have the Cayman, also four-cylinder, representing the mid-engined layout and its low polar moment of inertia.

Obviously, it's no happy coincidence that their loans coincide with a booking at the Bedford Autodrome. It's cold and a bit damp but that's just fine.

These may be the least potent versions of their ranges but the Supra's BMW-sourced, turbocharged 2-litre in-line four still pumps out a useful 254bhp and, just as pertinently, an impressive 295lb ft from just 1550rpm. This is fed to a pair of fat 285/40 ZR18 Michelin Pilot Super Sports via an electrically controlled, adaptive limited-slip diff. Sounds like a recipe for exciting on- and over-the-limit adventures.

The Cayman offers even more go. We've not been fans of the soundtrack of the 718's turbocharged flat-four since it was introduced in 2016 (we remember the flat-six so fondly). You can't deny it's potent for a 2-litre, though, developing a rude 296bhp and 280lb ft at just over 2000rpm. And while the Supra might need the help of a slippery diff to get its torque to the road, the Cayman can manage without, thanks to the mass of its engine sitting just ahead of its rear wheels.

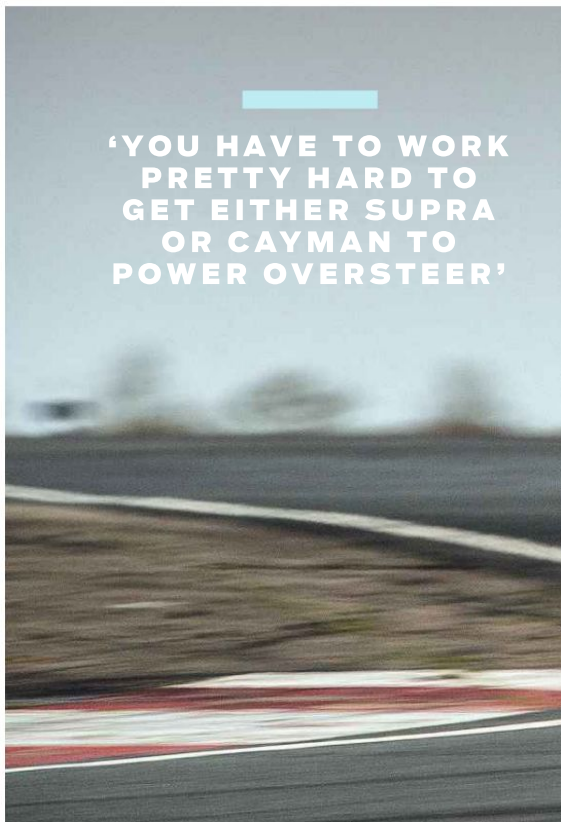
The large-radius hairpin at the far end of the West Circuit looks inviting in the thin light. If it was on the road it would be large, deserted roundabout, its surface glistening, and as you approached it you'd be stabbing buttons or touchscreens or whatever to disable traction control, intent on a bit of fun.

It's a surprise, then, to discover that even after you've disabled their stability and traction control systems, you have to work pretty hard to get either the Supra or Cayman to power oversteer. Simply turn in carrying speed and you'll feel the front lose grip and push into understeer. Cue pouty bottom lip. Of course, on the road a bit of front-end slip is useful, a safe indicator that you're on the limit of grip and that if you use more throttle the rear tyres might lose theirs. That's exactly what we want here, where we have the space to play and learn, yet it takes a lot of provocation.

The amount of grip the Porsche finds is not surprising. Over the years we've learned that Caymans and Boxsters are uncannily grippy in these conditions, as if they're on super-sticky rain tyres. Still, it's surprising that even when you've successfully upset the Cayman – backing off sharply as you turn in to transfer weight from the rear to the front, and then hitting the throttle – that it quickly runs out of puff and grip reasserts itself. It feels well balanced, every bit as sweetly and confidently



**'YOU HAVE TO WORK
PRETTY HARD TO
GET EITHER SUPRA
OR CAYMAN TO
POWER OVERSTEER'**







'YOU FEEL CONFIDENT THROWING THEM INTO THE AUTODROME'S FASTER CORNERS AT DRAMATIC SPEEDS'

poised on opposite lock as the Supra, despite a less ideal weight distribution. It's also impressively neutral if you bail out of the throttle mid-slide.

This Cayman is fitted with many options, including upsized wheels, the standard (and suspiciously unattractive) 18-inch alloys replaced here by 'Carrera S' 20s. The tyre widths remain 235 front and 265 rear, only the aspect ratio changes, dropping from 45 to 35. Things have headed in the opposite direction for the Supra. The 3-litre sits on 19-inch wheels but the 2-litre is on 18s. Tyre widths are unchanged – a generous 255 up front and 285 at the rear – with the side profile increased from 35 to 40. The Toyota puts plenty of tread on the road, then, and, as with the Porsche, you have to work pretty hard to get the tail to kick out. Succeed and it's quite easy to catch and hold with the help of that active diff but, as with the Porsche, you don't have an excess of torque and power to let you play with it for too long.

With this knowledge, you feel confident throwing them into the Autodrome's faster corners at dramatic speeds, knowing that as momentum and power bleed away they'll come back straight. And they do... as long as you don't arrive at the apex backwards. Great fun, but it also means that on the road you should be able to relax while you're pushing them hard because their limits are high and they're easily handled should you stray over the limit. It's an underrated satisfaction being able to exploit all of a car's performance without getting into a fight with it or being held back by continual traction control interventions. But road driving is also much more nuanced than track driving, more centred on feel and feedback, more demanding of accuracy and more in search of character.

The Porsche looks good value compared with the Toyota. It has a list price of £45,230 to the Supra's £46,010 and is more powerful and quicker. The picture changes slightly if you want an automatic. An eight-speed ZF auto is standard in the Supra – there's no manual option – while in the Cayman swapping the six-speed manual for the eight-speed PDK is an extra £2k. It takes its kerb weight to 1365kg, closer to the Supra's 1395kg, but thanks to the PDK's shift speed also makes it a couple of tenths faster off the line than the manual, hitting 62mph in 4.9sec, the Supra taking 5.2.

The Supra comes with adaptive damping and that LSD, options that can be picked for the Cayman, PASM costing £1010 and the torque-vectoring diff £926, though based on track performance the Cayman doesn't need the diff. Will it need the damping for the variables of the road? Let's see.

The only option you can have on the Supra is metallic paint (£710), which this example has, while the options available for the Cayman are extensive and the ticked boxes on this

car add up to over £13k, including £632 for metallic paint. However, apart from the PDK gearbox, the only option likely to affect its performance feel are the 20-inch wheels, which cost £2576 once you've forked out the extra £842 to have them painted gloss black.

They look much better than the stock 18s, but they're so big and thin-spoked that they make the disc brakes look tiny and you can see so much gubbins through the rear wheels – brake wiring, heat-shielded exhaust, bits of suspension and more – that it looks like a cut-away for a motor show stand. They do give the Cayman a better stance than the Supra on its 18s, though, and here they are complimented by black detailing and smoked rear light lenses.

Thing is, Caymans are handsome but they're also quite familiar whereas the Supra is such a rare spot it's still strikingly new and has some great angles, especially the rear three-quarters where it looks like a scaled-down Dodge Viper GTS. And while the six-cylinder model might have a classier, more alluring engine note, from the outside the in-line four sounds tight and punchy on full throttle. From the inside it's... curiously ambiguous thanks to augmented sound played through the speakers.

It's a mystery why the Porsche flat-four has never sounded great when, from the same basic design, Subaru created an off-beat holler as eagerly anticipated on rally stages as the warble of Audi's in-line five. At idle this Cayman still sounds disappointingly like an air-cooled Beetle, only without the odd whistle. There is good news, though; from the inside it's obvious things have improved dramatically...

Porsche claims no changes but the 718's flat-four is now smooth and refined, the engine it should have been at launch. It's taken five years but it's clear that Porsche's powertrain and NVH engineers have been busy. Yes, it's still Beetle-like at low revs but it's now much sweeter-sounding and smoother everywhere else, thanks to what feels like a combination of improved engine NVH and better sound deadening. It's still not an engine you exercise just to hear it sing, but you don't now wince on a light throttle or when stroking it to the red line.

The Supra's four feels like it has already undergone a similar isolating and refining process. Give the throttle a good squeeze and it feels like the traditional long-bonnet/short-rump, rear-drive coupe it is. The in-line four scoots it forward on decent low-end torque and delivers everything it's got in one smooth, consistent sweep of the rev counter, sounding vaguely enthusiastic and feeling a bit remote.

Both these coupes are plenty quick enough to be exciting but they're also both ridiculously long-g geared considering they have eight ratios. The Supra's overall gearing is slightly shorter than the Cayman's, which, for no good reason, will take you to more than 70mph in second gear. It will hit 170mph but does it really need six more ratios to get there? The responsive, sweet-shifting PDK should be doing more at cross-country speeds, keeping the engine on the boil, particularly as the Cayman's throttle response isn't as sharp as the Supra's.

The ZF auto in the Supra isn't quite as snappy, but given that you'll only trouble the first three gears up to 100mph that's less concerning than it might sound. Dynamically, the Toyota's 50:50 weight distribution gives it a willing, agile feel on a good road; it flicks into corners and changes

direction willingly. It's more supple and more approachable than the edgier six-pot Supra 3.0, difficult asphalt disappearing beneath its wheels with less fuss, and you can make impressive progress. The fatter sidewalled tyres seem to usefully slow the steering response, too, which can be a bit jumpy on-centre in the Supra 3.0, though there's still very little feel to work with. The same goes for the chassis, which offers up lots of grip but mid-corner feels rather rubbery and ill-defined.

Even though it's the least expensive car it makes, the Cayman still feels very Porsche. There's plenty of grip, so it can carry speed like the Supra, and although its steering feels a little slow off-centre, by mid-corner when you're leaning on the grip, it's right there. There's not fantastic detail and feel, perhaps a result of the wheel upsizing, but you feel more connected than in the Supra. The ride is sublime right from the off, too: great over roads with patchy repairs and broken edges, even over speed humps, so you don't feel the need to steer around anything. You put the Cayman where you want it, the suspension deals with whatever is there and the car isn't deflected from its line.

You can whip the Cayman along at a terrific pace without much effort on your part or, seemingly, the part of the car. It's all very calm and polished. The weight and quality feel of the shifter in manual mode, the brake pedal, the steering and even the stalks is consistent, measured and assured. It's the polish of a more expensive and more powerful car. Like the Supra, it's not alive with feel, and throttle response is a bit lacking too – the flat-four is more revver than lugger – but it's by far the more capable and rewarding of the two.

The Supra never feels as polished, consistent or considered as the Porsche. In isolation, it's perfectly habitable and responsive, but you don't need the Cayman along to point out its dynamic remoteness. The further you drive the Supra the more you realise that while its steering is quick-witted and accurate there's precious little feel to work with or enjoy. This is especially obvious in the wet when you want to feel the level of grip and be able to sense when it changes.

The chassis falls short in a similar way. Yes, its adaptive damping means that when you press the Sport button you get



a better controlled ride (and weightier steering and snappier throttle response) but the chassis of the Cayman with its fixed damping excels over a wider range of challenges and, crucially, provides a greater sense of what's going on. The Supra has the grip and balance to tackle a series of corners as quickly and securely but the feel through the seat and wheel is much different, the Supra chassis feeling elastic and oddly detached when pressed. You wish it would push back harder.

The Cayman isn't perfect. You crave a little more steering detail and a little more dynamic interaction, which maybe you get with the standard 18-inch wheels. Also, the flat-four is significantly improved, especially in terms of refinement – and about time, too – but still lacks appealing character. All of that said, overall the 718 Cayman is a great coupe that's now better than ever. It's surprisingly practical, has strong performance and delivers superb dynamic reach... and you can have it with a manual gearbox. It's also shot through with a feeling of solid engineering that's usually only found in cars costing twice as much. Its popularity is earned. ✕

Porsche 718 Cayman (PDK)

Engine Flat-4-cyl, 1988cc, turbo
Power 296bhp @ 6500rpm **Torque** 280lb ft @ 2150-4500rpm
Weight 1365kg **Power-to-weight** 220bhp/ton
0-62mph 4.9sec **Top speed** 170mph **Basic price** £47,230
evo rating ★★★★★

Toyota GR Supra 2.0

Engine In-line 4-cyl, 1998cc, turbo
Power 254bhp @ 5000rpm **Torque** 295lb ft @ 1550-4400rpm
Weight 1395kg **Power-to-weight** 185bhp/ton
0-62mph 5.2sec **Top speed** 155mph **Basic price** £46,010
evo rating ★★★★★



LIFE THROUGH A LENS

TIM
ANDREW



With a passion for shooting at night and exploring the possibilities afforded by digital technology, Tim Andrew's car photography always stands out from the crowd. Here he tells his story and chooses his favourite images

by BRETT FRASER



297H



IT'S SIX IN THE EVENING ON A DREARY autumn Friday. It's dark. We've been on the road since five in the morning, and shooting a group of family hatchbacks all day for *Car* magazine. The group static is already in the bag, yet photographer Tim Andrew has asked us to follow him a little way to 'check something out'. As our little convoy approaches the A1 from the east, we're expecting to turn left to at least begin our two-hour journey back south. Tim turns right. Drives for an hour north. Pulls up near some giant cooling towers for a power station. Drags his lighting equipment out of the boot. And in that moment reinforces his nickname amongst the journalists he works with as The Prince of Darkness.

It might not have felt so at the time for those of us standing around in the cold of a Friday night hours from home, but the results of Tim's labours were worth our discomfort that day. And this tale is indicative of Tim's approach to his craft – a total focus (no pun intended) on getting the best possible shot, no matter what. 'Yes, I guess I did have a reputation for keeping journalists out late or missing their [car] launch dinner,' concedes Tim. 'But people got used to that and anyway, eventually I'd drop them off at the launch venue and then head back out again – it meant that I got the pictures I wanted and also got to drive the car, which was a plus.'

Entirely self-taught – apart from a few hours learning the basics of processing and printing black and white film – Tim started taking pictures aged 13. 'It was my hobby at school and I just messed around and did portraits of people and actually earned money from it – I bought a lens out of the proceeds. When people left my school they handed out what amounted to business cards with their contact details on and their portrait, and that was my market.'

Tim's eye for detail and ability to master complex processes – professional-standard



Lamborghini Miura
(previous pages)

'This was shot for the cover and main feature of *Octane* magazine's 100th issue. The art director wanted a straight-ahead, in-your-face image and I was happy to deliver. A Miura would be top of my lottery-win wish list of cars.'

Mazda MX-5/Miata (above)

'American mag *Automobile* chose their top ten cars of the year and commissioned photographers to shoot unusual photos of them.

As the car was in Miami I explored the Florida Keys and came across this famous bridge that goes nowhere. I couldn't get the car there, so shot images on nearby roads that would match the light direction. Much photoshopping ensued...

Lexus LFA Nürburgring (right)

'This was shot to accompany the announcement of the Nürburgring-edition LFA in 2011. The car was delivered to an old empty Tokyo warehouse in an

impressive "Transformer" transporter, and Lexus had corralled a huge crew with commensurate lighting and other equipment. I could feel the corporate weight on my shoulders to deliver photos as spectacular as the car itself!

BMW 760Li (far right)

'BMW flew me first class to Miami for the press launch of the 750Li. The giant picture frames I stumbled upon gave me a wacky idea to create a triptych to replace the existing images.'







Aston Martin DBR1 (left)
‘Picture this: I’m at Castle Combe early for this most important shoot. But there’s no car: the lift up from the owner’s underground garage has malfunctioned. A week later we have a car but can’t run it as there’s a fuel line leak. So journalist Stephen Archer wields the spanners to fix it – the car that came second at Le Mans in 1959...’

Silence Twister (top)
‘I was a Nikon ambassador for a while and shot a variety

of subjects for new camera launches. This was taken from a hot-air balloon while a friend, who is an aerobatic display pilot, flew straight up towards us. You have to trust people completely with your life on occasion. This was one of them.’

Peugeot 208 HD (middle)
‘We arrived late in the Lake District so I thought we’d grab a few shots before the main shoot the next day. Peugeot wanted to highlight journalist Amanda Stretton,

so I lit her with flashguns after she’d driven through the valley for a 15-minute exposure for the light trails.’

Nicko McBrain (above)
‘Automobile editor Jean Jennings had arranged for Iron Maiden drummer Nicko McBrain to borrow the latest Jaguar XJ. In return Nicko arranged a backstage photo pass for Iron Maiden’s concert that evening – at Madison Square Garden. I managed to sneak this pic of him right behind his drum kit.’

photoshopping from the dawn of the digital photography era, for instance, and currently 360-degree images of car interiors – were honed after he left school, in an unlikely setting but one where precision and logic count. ‘I didn’t do much photography for a couple of years. I worked for my dad rebuilding Hewland gearboxes for racing cars. It was his own company called Racing Gearbox Centre. I did that for a couple of years: he spent a little while showing me what to do and then after a couple of months I was the chief mechanic basically.’

Tim’s father was also responsible for his passion for cars. ‘Dad had a string of Lotuses in the early days and that’s partly why I have an Elise S2 now. One of the first cars I steered was a Lotus Europa, sitting on his lap around the grass paddock at Brands Hatch. Dad famously was the first person to put a Coventry Climax engine in a Lotus 6, and he fitted aircraft parts to it to make it even lighter: he achieved a Prescott Hill Climb record in it, beating the official Lotus team.’

It was a client of the Racing Gearbox Centre that assisted Tim on the path to a career in car photography (his head had already been turned in that direction by another automotive photographer, Mervyn Franklyn). Freelance journalist and motor racing enthusiast Gerard Sauer learnt of his ambition to shoot cars and got him a press pass to a BTCC race at Thruxton in 1983 as a trial of his talents. ‘This was for *Performance Car*’, recalls Tim, ‘and they clearly liked the pictures because I covered the rest of the season for them.’

‘I didn’t just shoot the racing,’ Tim continues, ‘I also shot some nice cars in the paddock and tried to give them something more than just a car thrashing around a corner. *Performance Car* then sent me on assignment to see what I could do away from the racetrack, and within months I was going off on photoshoots abroad. But it was for *Fast Lane* that I did my first press launch – the Audi Quattro Sport short wheelbase. I thought to myself, “Oh yeah, I’ve got myself the right job here!”’

To encourage Tim not to shoot anything else for its arch-rival, *Performance Car* offered him a monthly retainer and he stayed with the magazine for the next seven years, travelling the world, photographing and driving fabulous cars, meeting interesting and influential figures from the motoring arena. But then, after a six-month break to backpack around the world with his then girlfriend, now wife, Isalda, Tim fixed his sights on working for *Car* magazine.

‘I mean, that was the one, the leader, doing stuff that hadn’t been done before,’ he

explains. 'I got in touch, they said "Yeah", and then I worked for *Car* thereafter regularly for years – I think I shot about 15 of their covers and sometimes I'd shoot a third of the magazine.'

The press offices of car companies also became aware of Tim's talents and from 1990 onwards he started shooting for press releases, car launches and customer magazines. Not as flexible creatively, perhaps, but it was well-paid work and could be fun. 'I did the press launch pictures for the original Ford Focus,' he remembers, 'and spent ten days in the south of France, including a week staying in the Carlton Cannes hotel, which was very nice...'

As photography began the transition from film to digital, Tim was one of the pioneers. 'There was quite a lot of resistance from art directors initially, because without any production work the pictures could look very muddy and uninteresting when printed. I took the trouble of learning Photoshop and then adjusting the levels, contrast and colour, so they looked like what you'd expect from a colour transparency. After a year or two clients were happy to accept digital files without any complaint.'

These days Tim's jobs are varied: not as many modern cars in the mix, but plenty of classics for magazines such as *evo*'s sister publication, *Octane*. Then there are trucks for Mercedes and coaches for Scania, clever 360-degree shots for Honda, Mazda, Toyota and Lexus, and an increasing number of video shoots. Drone work is also taking off, so to speak, including live footage of a national rugby match. Tim has even self-published a book on the restoration of Brill windmill, in the Buckinghamshire village where he lives.

Rightly proud of his body of work, Tim also talks animatedly about the things his job has allowed him to see and do: drive a Bugatti EB110 through Devon, blat a Porsche Carrera GT up to 198.6mph, get up close and personal with Fangio's \$18million Mercedes-Benz W126, photograph aerobatic planes from a hot-air balloon, and shoot Iron Maiden drummer, Nicko McBrain, from the stage wings during a concert in Madison Square Garden in New York.

Modern mirrorless cameras are changing the way he works, though. 'The technology of modern digital cameras means you can get really good night shots without so much lighting – you can sort out the shadows very effectively in post production. However, I do still have a thing for lighting, especially on dull winter days – the lights are a tool to make what might otherwise be a lacklustre picture into something magical.'

Once the Prince of Darkness, always the Prince of Darkness. 🍷



Auburn 852 Supercharged (top)

'This was for an advert for the Haynes Museum, which was looking to attract families rather than just petrolheads. Haynes didn't want to ship the car to a studio, so I created one in their conference room, with a huge black cloth and some special strip lighting. Like a lot of studio shoots, many exposures were combined to create the final image.'

Bentley 'Petronella' (above)

'There's no getting over the majestic presence of a big Bentley. Here *Octane*'s Mark Dixon expertly drives this special V8E Restorations-bodied beauty while I hang

out the back of the camera car. Since professional digital cameras came on the scene, their resolution, speed and especially their dynamic range have vastly improved. I no longer use graduated filters and am constantly amazed about how I can lighten the shadows and hold back the highlights.'

Jaguar E-type (top right)

'Richard Heseltine had borrowed the last ever V12 E-type from the Jaguar Heritage centre in Coventry, so I looked for some interesting local locations. I was attracted to this ancient canal bridge, so climbed up onto the wall and composed a contrasty image

with great play of light and shadows. By chance a turban-wearing pedestrian came by, and the look was completed with a monochrome treatment.'

Lexus RC 300h (right)

'I'm often put in uncomfortable situations. Here I'm guarding my gear while watching for pedestrians, traffic and law enforcement. "Are you sure you want to do this?" I ask the driver, as we park up on a red route with every security camera in Westminster peering down at us. Miraculously we avoided any tickets and grabbed a spectacular shot including Big Ben before it was wrapped in scaffolding for years.'





ICON

HONDA CIVIC TYPE R (EP3)

The early noughties Civic overcame opinion-dividing looks and flawed dynamics to become a legend in its own lifetime. To rev it is to love it

by ADAM TOWLER PHOTOGRAPHY by ASTON PARROTT



'IT WAS THE HONDA THAT USHERED IN THE NEW WORLD OF THE 200 PS HOT HATCH'

PICK UP THE SEPTEMBER 2001 ISSUE OF EVO

and flick idly through its pages. Nearly twenty years of automotive history separates today's landscape from the contents of the pages in **evo** 035, but suddenly it feels like a lot longer. The cover heralded the arrival of Aston Martin's new Vanquish, but in a month that saw seismic changes to the world as we knew it, thanks to the cataclysmic events in New York and elsewhere in the US, a lightning rod through the hot hatch world warranted a mere spread. The new Honda Civic Type R, tested at its launch – somewhere sunny by the looks of it – by our very own Dickie Meaden, with images courtesy of that reliable artiste of note, Andy Morgan.

I can tell you that it scored four out of five stars, and that its reception, it's fair to say, was mixed. It's always worth undertaking such research, even at the very real risk of losing hours with one's head stuffed in old issues of **evo**, not only to see what our learned friends thought of the car when it was new but, crucially for an 'Icon' feature, to see how their views sat within a contemporary frame of reference. When I look at the EP3 Civic Type R today, I see a relatively mild-looking modern-ish hatchback; when Dickie first clapped eyes on it, he thought it a 'Japanese Mégane Scenic' (remember the MPV?). 'It's a major cause for concern in the **evo** office,' he added, 'that hatchbacks not only appear to be getting fatter, but taller as well.' And if you'd come from something as svelte, well-proportioned and traditional as the Peugeot 306 GTi 6, you could see his point. Do you remember the shocking arrival of the Peugeot 307? As a Peugeot Sport fan at the time, I've only recently stopped having nightmares over it.

What of the EP3 today, then? Its 197bhp seems trivial in the modern world, but thanks to the delays in Ford's Mk1

Focus RS programme, it was the Honda that ushered in this new world of the '200 PS' hot hatch, with 0-60mph times in the 'sixes' and top speeds approaching 150mph. Again, small fry by today's standards, but we must remember that, just a few years before, 150bhp had seemed a very big number in this class, not least because anything more began to put undue stress on the tractive properties of the front axle. Soon they'd be joined by the original SEAT Leon Cupra R, and a new class of larger, 200bhp-plus hot hatches was born.

The Civic's monobox form is still striking, the line from the top of its headlamps to the cant rail above the windscreen possessing just the gentlest kink where bonnet meets glass, its once racy 'smoked' 17-inch alloys now notable for their restraint, with rather gentle looking Bridgestone Potenza 050s wrapped around them. It was a fiver short of sixteen grand, with reasonable seating for five, and it hit a claimed 146mph. No wonder it sold like freshly caught tuna at a sushi bar.

I close the featherlight door behind me and marvel that the silver-painted centre stack with its integral CD player could ever have seemed as modern and impressive as it once did. The positioning of the dog-leg gearlever with its rubber gaiter so close to the wheel is logical, albeit a further nod to the people-carrier influence, because the alternative of a floor-mounted shifter would have meant a long, spindly lever, almost impossible to hone into the tight, confident action I'm expecting here if memory serves me right.

Turn the ignition key and the legendary K20 motor is a complete non-event: further evidence that modern cars haven't become overly refined as is often bemoaned, and that memories can, and do, play tricks. There is no exhaust noise, pops, bangs or cat-superheating theatrics, just the thin, reedy note of a naturally aspirated four-cylinder engine built to Honda's exacting standards, purring away quietly in the background.

Very quickly I am remembering how much I dislike the Type R's rather unsporting driving position, set high and with the wheel quite flat, and one that not even the lovely black and red cloth-trimmed Recaro bucket seats can salvage. There are no driver modes, no stability control, no buttons at all that need to be pressed to 'wake up' or 'turn down' the Type R. The whole key here is revs. Lots and lots of revs.

Back at that launch, Dickie felt that the Civic's engine was a slightly tamer iteration of the classic Honda VTEC personality, but some of that was surely due to Honda's work on boosting low-down flexibility. Even so, the EP3 Civic musters just 145lb ft of torque, with the peak at 5900rpm, pretty much when the second set of cam lobes switches over and things get rather more interesting...

While the Type R may be relatively weak at low revs, that's not to say it has a poor temperament. It may not be very fast

Below and opposite:

2-litre four only really came alive at 6000rpm, but that was part of the thrill; high-set driving position rather less so







'NOW, JUST AS THEN, IT'S THE STEERING THAT SPOILS THE DYNAMIC PICTURE'

low down, but it's entirely happy pulling smoothly from 2000rpm, even in higher gears, and you can't help but gain a sense of the engine's unburstable quality through everything it does. Nevertheless, that's not what you buy a Type R for: keep your foot squished into the floor mat and hold it there. Once the revs exceed 6000rpm the Type R isn't all but done like the majority of the modern turbocharged hatches, it's just getting started. Ahead, photographer Aston Parrott's Fast Fleet Cupra squats and fires the best part of 295lb ft into the tarmac through all four wheels. Immediately the gap between us grows, but only by half a length or so, because I've been holding the Honda pretty much at base camp for its powerband and now it's time to strike out to the summit.

If you don't crack a smile at the frenzied burst of power above 6000rpm, then I'd question if this is the right publication for you. The Honda clings, limpet-like, to the gap to the Cupra, and the revs sail past 8000rpm and into the red, only calling time when at least 8300rpm is showing.

It's a feral, illicit thrill, one that I'd forgotten was even possible in a vehicle outside of exotica like GT3s. Did Honda really once make engines like this? Engines that it put in vaguely humdrum hatchbacks that weren't that far removed in looks from those of the brand's loyal, retirement-age following, and that cost just £15,995. Engines that had a thirst for revs and a simmering, angry, latent energy that's the match for virtually anything on sale today in its ferocity.

The EP3 weighs but in markedly different ways,' wrote John, 'the Civic frantic, the Clio gutsy. They'll go down the same road at pretty much the same pace, too, but again with very different styles.' The Honda, he said, demanded a 'neat, decisive touch' but added that it could be 'edgy at the limit', while the Clio was 'softer, helpfully responsive and marvellously malleable'. The nod – just – was given to the Renault, largely because it looked, felt and drove

in a way that the best hot hatches traditionally always had. Now, just as then, it's the Civic's steering that really spoils the dynamic picture. It's an early example of electric power assistance, and if a modern performance car arrived with a steering set-up this poor we'd rip it to shreds. The crux of the issue is that there's a definite dead zone around the straight-ahead – a trough from which you have to climb if you're to start getting not just a precise change of direction but a sense that you're fully in control of the Civic.

Combine that with a tangible delay in the power assistance when the rack is subjected to repeated inputs from both driver and the road, and there's never enough quality info for you to completely trust what the car is going to do next. A prime way of catching it out is to drive at speed down a straight country road with an uneven surface, weaving left to right but within your own lane. After a few contradictory loads have been placed into the car, it's as if the system resigns itself to not keeping up and the wheel can be nudged left or right without it having a great deal of say on the car's direction, and with no corresponding rise and fall in accompanying weight or feedback.

To make the best of the Civic, you just have to accept this failing in its make-up; push through the steering's initial vagueness and it gets much more direct and faithful, while the agility of the car begins to take precedence. There's a fair amount of roll, and a hint of imprecision in the movements of the body, perhaps in part because this heritage fleet example has around 50,000 miles under its wheels, but while John and Co at the time may have felt it lacked the more playful responses of the Clio, by modern standards it's very happy to move around on corner entry, particularly if you're aggressive with the steering.

Gallingly, unlike exports to Japan of this British-built Honda, there's no limited-slip diff in the UK Type R (and no white Type R paint, sadly), and a clumsy right foot will overwhelm the inside front Bridgestone on a tight curve, the Civic leaving a single black line on the exit if you don't back out of the throttle – quite extreme when you consider the paltry torque peak. I think that's what the comment about keeping the Civic 'neat' referred to all those years ago: you can overdrive the Type R if you're not careful, taking your lead from that screamer of an engine and forgetting that the chassis is a few degrees more reserved. Relax a little and the car's all the better for it. What's not in doubt is that even after all these years it's still a formidable device for dissecting a B-road.

Where does the EP3 Type R sit within the hot hatch hall of fame in 2021? Well, getting back behind the wheel of one is more than just a nostalgia trip: this is a car not only greater than the sum of its parts, but one with a legacy that can be linked emphatically to the current day.

In truth it's a good car, not a great one, with a spectacular engine whose charm will never get old. But it marked the beginning of a new era for the affordable performance car, and it was an object of desire strong enough to overwhelm

Opposite:

straight-line pace still impresses; it's pretty decent through the twists, too, but you have to push through the steering's vagueness

any misgivings about its 'one-box' profile and sell over 6000 units a year in the UK at the peak of its success.

It's also a car that put the Type R sub-brand on the map, far more than unobtainable JDM EK9 Civics and stripped-out NSXs ever did. In some ways – and in spite of its obvious flaws – it set a standard for Civic hot hatches that wasn't equalled until the arrival of the mighty FK8. For it was only with the latter that Honda returned to an independent rear suspension for its Type R hatch, and to widespread acclaim. They may share only a willingness to rev and a hatchback body, but both cars have a certain confident swagger that comes with being born to challenge for class honours. That we ultimately – just – preferred the Clio to the EP3 is the same as us caveating the FK8's peerless proposition with the required willingness to accept its challenging looks. But one thing is for certain: in the history of the hot hatch, they're unforgettable, genre-shaping moments. ☒

Honda Civic Type R (EP3)

Engine In-line 4-cyl, 1998cc

Power 197bhp @ 7400rpm

Torque 145lb ft @ 5900rpm

Weight 1204kg **Power-**

to-weight 166bhp/ton

0-62mph 6.8sec **Top speed**

146mph **Price new** £15,995

Value today £3500-9000

evo rating ★★★★★



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

@evomagazine @evomagazine @officiallevomagazine

FAST FLEET



NEW ARRIVAL

Aston Martin DBX

Can Aston's debut SUV impress as much as a long-term proposition as it does on a brief encounter? There's only one way to find out...



ASTON MARTIN CEO TOBIAS Moers claims he wouldn't have accepted Lawrence Stroll's offer to run the embattled British firm if it didn't have the DBX in its portfolio. 'Coming here it was really impressive how well the DBX was established,' he told *evo*. 'For me, with just sports cars in the product line there is no future.' Ouch, McLaren...

We too have been impressed by the first non-sports car to come out of Gaydon. The DBX's blend of GT sophistication and refinement combined with those traditional Aston Martin performance attributes allows it to live up to the claim of being the first sport utility vehicle that has a genuine focus on the word 'sport' above all else. But what impresses on a media launch drive or week-long road test doesn't always translate into a car you'd want to live with. It's why Cayman owners ask us to provide luggage space stats each time we compare the Porsche with Alpine's A110.

So we now have a DBX on our long-term fleet. A DBX we specced, or rather I did, which is why it's grey with a black interior, although Aston Martin's configurator calls the exterior colour Magnetic Silver. That's the issue with ordering a new car via a configurator: you're never 100 per cent certain you're making the right choices, especially when it comes to paint. This is why I spend just as much time on used car sites looking at pictures of real cars to get a better understanding of the colour the configurator claims to be showing.

Why dark silver? I nearly went for Minotaur Green, but I couldn't find a 'real' example to compare it with so played it safe instead. And I'm glad I did. Magnetic Silver suits a car of the DBX's size and design so well, and in the late spring light it pops beautifully. It hides the dirt well, too.

The 22-inch 'Ribbon' wheels have earned me no end of flak from design critic Jordan Katsianis (*evo*'s digital web editor, who



p129 Volkswagen T-Roc R



p131 Toyota GR Yaris



p132 Vauxhall Insignia GSi



p134 Lamborghini Aventador SVJ



also has a qualification in drawing things), but not as much as the red calipers (shouldn't all brake calipers be red?). Inside, the sensible black (have you seen what children/dogs/journalists/photographers can do to the inside of a car?) is paired with spicy red contrast stitching and seat belts. Trim? Carbonfibre as opposed to piano black or one of Aston's range of open-pore wood finishes, and the headlining is Alcantara.

In a post-WLTP world there are three options packages that can be added: Convenience (power tailgate with gesture control, plus park assist, a touchpad and HomeLink wireless control), Indulgence (16-way electric front seats, heated and ventilated front and rear seats and acoustic privacy glass for the rear side windows) and DB Elegance (upgrading stitching). Our car has all three packages fitted, contributing towards taking its price up from £161,500 basic to £182,205.

Order submitted, it was time to wait. And then

'It's reminded me just how sorted the DBX's dynamics are'

wait some more as genuine paying customers (quite rightly) had their cars built ahead of those for freeloading journo's. Then in mid-April the call came to get to Aston's Silverstone circuit and ask head of vehicle engineering Matt Becker (pictured above, in the driving seat) for the keys.

There's always a nervousness when collecting a new car, especially one you have been responsible for spec'ing, and that first glimpse you've been waiting months for is suddenly upon you and... Thank God, it looked as good as I hoped it would. Better in fact. Even Becker was impressed,

although he would have stuck with the standard 22-inch Sport wheel as its simpler design is around 2-3kg lighter per corner than the Ribbon wheels I selected. That's the first comparison test to set up, then.

For a car with a five-metre-plus length that can fit 6ft 5in passengers in all four seats without them needing to fold their fleshy bits in half, the DBX impresses with how compact it looks. It makes a Bentayga, Range Rover Sport and the like appear like giants. The short overhangs help, so too the upswept tail and falling roofline. Drop the ride height and you'd have a rather rakish shooting brake. I wonder if that's on Tobias's product plan?

The DBX's interior is leagues ahead of those of Aston's sports cars. It has a more cohesive design and better integrates the Mercedes-Benz-supplied hardware. Not having a touchscreen grates with some, but at the time of asking it was what MB was able to supply, and we won't be surprised if the latest screen tech appears with the mid-life facelift. There's



Apple CarPlay, though, and the Merc system is remarkably intuitive to operate.

My first few weeks with the DBX have involved mostly less than exciting miles: long motorway runs demonstrating those GT credentials and the odd diversion onto well-known back-roads reminding me just how sorted the DBX's dynamics are. But with restrictions lifting each month, we've plenty planned for our DBX.

The default answer to 'Should I buy an SUV?' in *evo*'s world has always been 'No, get an estate car'. Over the coming months the DBX's job is to remind us why it could be a suitable alternative for some, and a better option for others.

Stuart Gallagher (@stuartg917)

Date acquired April 2021 **Total mileage** 1577 **Mileage this month** 843 **Cost this month** £0 **mpg this month** 18.7



Volkswagen T-Roc R

This month: semi-precious cargoes and a rare-metal option

IT'S ALL ABOUT METAL THIS MONTH: iron, gold and titanium.

The iron was in the form of a Pinto engine. Some of you may recall that, upon investigation by ACH Classic, my Escort Mk2 rally car's engine was deemed kaput (see issue 278 for the full details). So after some searching I found a nice, recommissioned motor on eBay – a later, '205' block this time – to form the basis of a new engine build and went over to Bicester in the T-Roc to pick it up. The chap's workshop at the bottom of his garden was the sort of oily Aladdin's Cave that can only evolve through decades of building engines. It was wonderful.

The Pinto wasn't actually the sternest test of the T-Roc's load carrying abilities because the little 2-litre, four-cylinder can easily be picked up by two people of average strength. Or one person of average strength and me if I'm feeling a bit Hulk. Anyway it didn't trouble the 392 litres of boot space too much and the gross vehicle weight of 2070kg was also not in danger.

Slightly more challenging for the load capacity was the gold. This wasn't actually an *Italian Job* haul, but rather the spare set of four wheels and tyres for the Escort. The rims have been sprayed a nice, not too bling, shade of Aurum, you see. Fortunately, with the seats down the T-Roc's boot space goes up to 1237 litres – a whole 4 litres more than a Mk7.5 Golf's. Perhaps more

importantly, the T-Roc R is a much nicer height to lift things into and out of.

Then there is the titanium; perhaps my favourite metal. The four, rather beautiful, titanium tailpipes – check them out on page 127 – are one of the few visual clues that the T-Roc R is something out of the ordinary. On the outside of each pipe is the Akrapovic name and logo and on the inside are four concentric rings of perforations. The tips look as though they have been sliced off with the sharpest of blades and there is a quality to them that really stands out.

At over £3000, the system should of course reek of quality. I suspect it is a pretty rarely selected option because of the cost, but it really does add some character to the way the car sounds. It's unobtrusive if you want it to be, but switch the system into Race mode and there are more pops and crackles than the cereal aisle in Sainsbury's.

And if you want more justification for splashing the cash on the Akrapovic, then just think of the benefits of saving 7kg over the standard system. Tangible. Possibly. Now that I mention it, perhaps I should investigate some titanium for the Escort to join the iron and gold.

Henry Catchpole (@HenryCatchpole)

Date acquired December 2020 **Total mileage** 6764 **Mileage this month** 810 **Costs this month** £0 **mpg this month** 28.6



Porsche 911 Carrera (993)

The modified 993 receives a road tester's seal of approval

OVER THE PAST FIVE YEARS MY 993 HAS slowly been transformed into my idea of a perfect driver's car. I wanted to enhance its capability, improving if possible upon an already great platform to make it an even more fun car to drive. I feel I've got very close to this goal, and I absolutely love taking the 993 out on long road trips or even just for a Sunday-morning blast, but like many modified cars, mine has been set up completely to my ideals. So I thought it could be interesting to get someone else behind its wheel to see what they think, someone with years of experience reviewing cars.

Richard Meaden was up for taking the 993 out for a blast and I could not have been happier to be the passenger. It's a weird experience letting someone else drive your car, even more so when you watch them take it right to its limits, and beyond, all while completely in control. It was sublime.

So what did Dickie think? 'I haven't driven a 993 for ages,' he said, 'so it was great to have a drive in one again. I've also been curious to discover what all the changes have done to it. The suspension is stiff, but I've always been a fan of Öhlins kit, and this has their



typical blend of firmness and fine control. Combined with the aggressive Yokohama A052 tyres, the geo set-up and the more vocal exhaust it feels RS-like, but the other mods, such as the wheels, mean it's unique and not a straight copycat, which is cool. I'd love to have another go sometime. I might even let you try the Unicorn [Dickie's rarely seen 964 RS] if you're up for it...

Needless to say, I'm pleased Dickie enjoyed my car and also that he thought it was similar to an RS, which is incredible. Admittedly the chassis has had quite a lot of work to get it to this point, including all the

'It feels RS-like, but it's unique and not a straight copycat, which is cool'

bushes being replaced with polyurethane items, thicker anti-roll bars, tuneable semi-solid engine mounts and the addition of a front strut brace, and that's before you get to the Öhlins Road and Track dampers and a full chassis set-up. I thought the sound of the new exhaust system might be a little too much for Dickie, but combined with the larger throttle and Cup air box the split between induction and exhaust noise is pretty good.

Overall I'm over the moon with Dickie's verdict, and loved photographing him getting the 993 sideways. And, of course, I will definitely be taking him up on his offer to drive his 964 RS!

Aston Parrott (@AstonParrott)

Date acquired April 2016 **Total mileage** 86,612 **Mileage this month** 201 **Costs this month** £0 **mpg this month** 28.1



Toyota GR Yaris

It's Meaden's month with our GR. Will he still enjoy it as a daily driver?

IT'S AN ILLUSTRATION OF HOW BIZARRE things can be on a car magazine that my prior experience of a GR Yaris was in north Wales and Scotland on last year's eCoty test, then earlier this year bombing around North Yorkshire in the company of an Impreza 22B and an Audi Sport Quattro for issue 282's cover story.

Funnily enough I've consequently got very fond memories of the Yaris, but I'm the first to concede those experiences are a million miles from the everyday lives most GRs will live. A month doing ordinary things would place a very different set of demands on this extraordinary little Toyota.

Encouragingly, just walking up to it still made me smile. The shape is so chunky, the proportions so abrupt and its sense of purpose so clear that you're left in no doubt it's something very far from the norm. The interior is simple and somewhat plain. The seats are a focal point, and while you sit a bit high, the driving position sets a serious tone that makes you want to roll up your sleeves and get stuck in.

The control weights are still a stand-out quality, the steering in particular having a measured feel and response that connects you from the off. The engine

is talkative and has generous mid-range shove and a strong top-end, though it only truly wakes up if you crank things up via the Sport and Track modes. The six-speed H-pattern 'box slots gears with a solid precision that only ever enriches the driving experience. Brakes? Brilliant. Chassis? Agile, grippy and utterly without vice. Though yes, it might lack a bit of dynamic instability if you want an edgier drive.

The weather was grotty for a chunk of the time I spent with it, but far from spoiling things, the GR felt hugely impressive on cold, greasy roads, finding grip and feel from surfaces that experience and instinct told me should feel glassy and encourage circumspection. The Yaris really does shine in conditions where other cars can lose their lustre.

'The Yaris really does shine in conditions where other cars can lose their lustre'

Bugbears? My main one is the piddly range. Drive quickly and use the revs in the manner the GR encourages and you end up stopping every 200 miles or so, which gets tedious. Thankfully, ICE power means a fill-up only takes five minutes.

Other gripes? Our car doesn't have the Convenience Pack, which means no built-in satnav. I know, I know: just connect your phone, Dickie. I think it bugs me more than it should because the infotainment screen is plonked in such a prominent position. The parcel 'shelf' is a flimsy net trampoline affair that looks and feels cheap. Oh, and wrapping a forged carbon roof in carbon-look vinyl seems a bit inauthentic for a rally special that's unquestionably the real McCoy in every other respect. Just leave it naked and celebrate the functionality of the material.

I had worried that the car that's basically been touted as The Second Coming might not shine quite so brightly when applied to day-in day-out use. I'm pleased to say those concerns were completely unfounded: the GR Yaris is one of those cars that never feels less than special.

Richard Meaden (@DickieMeaden)

Date acquired December 2020 **Total mileage** 3670 **Mileage this month** 801 **Costs this month** £0 **mpg this month** 24.1



NEW ARRIVAL

Vauxhall Insignia GSi

Yes, the big GSi still exists. But what kind of car is it these days? A stint on the Fast Fleet will reveal all

E VO'S REMIT IS UNASHAMEDLY FOCUSED on performance cars, but the church is a broad one. New and old, iconic and quirky, road and race, hot hatches and hypercars – we drive them all. Yet still there are cars that remain at the periphery of our world. Cars like the new Insignia GSi.

Big, fast Vauxhalls have long held some cult appeal. At least round these parts. I blame John Barker and his love for the Carlton GSi 3000 24v that he ran as a long-term on *Performance Car* magazine back in the early '90s. Since then the GSi badge has been attached to a succession of lusty six-cylinder Vectra and Insignia models.

This being 2021, big Vauxhall saloons powered by snorty six-pot petrol engines have long since gone the way of *Loaded* magazine and smoking indoors. In their place, smaller-capacity turbocharged four-cylinders provide cleaner, more efficient and – inevitably – less characterful

means of propulsion. That's progress for you.

Yet in hardware terms this new, £40,455 GSi is more intriguing than you might imagine. Its 2-litre motor is mated to a nine-speed automatic transmission and 'Twinstar' switchable all-wheel-drive system, it rides on adaptive dampers and 20-inch rims shod with Michelin Pilot Sport 4 S tyres, and it is stopped by big Brembo brakes.

To be completely honest I'm not sure why it was felt the GSi Insignia needed a switchable all-wheel-drive system, not least because 227bhp and 258lb ft are hardly taxing for modern front-wheel drive. Still, there's a dedication to duty with the GSi's development that smacks of an engineering team keen to explore some ideas before this ICE-only five-door hatch is inevitably transmogrified into some sort of hybrid-powered SUV crossover.

There's also a sprinkle of Nürburgring fairy dust, with the GSi's adaptive dampers receiving a tune developed during extensive mileage on the

Nordschleife, like so many GSi/VXR/OPC models before it. Those Ring miles doubtless justified signing-off expensive Brembo brakes, Michelin tyres and a twin-clutch torque-vectoring rear differential, much as you'll find in Golf Rs and the like.

First impressions? Well, like all mainstream cars, even niche performance derivatives such as the GSi, it does the everyday effortlessly. It's also hugely spacious, truly comfortable and generously equipped, so there's very little to criticise in terms of the driving environment. Likewise the infotainment system is straightforward from the get-go – a big plus in my book.

Performance-wise it feels brisk rather than quick, though I'll concede I haven't properly gunned it down some favourite roads yet to see if it can usefully raise its game. Likewise I've yet to have a play with the all-wheel drive, or fully explore the Touring, Normal and Sport dynamic modes. It'll be interesting to see how different the GSi feels with all its wheels being driven.



Alfa Romeo Giulia Quadrifoglio

Our Italian supersaloon wins itself another admirer

IT HAD LONG BUGGED ME THAT I'D NOT managed to get myself into a Giulia Quadrifoglio, but that changed recently when I bagged the job of testing the mighty GTAm for last month's issue, giving me the excuse to wheedle my way into Adam Towler's long-term test car by way of preparation.

The fact I only got round to handing it back to him almost a month later should tell you all you need to know about this intoxicating car. Not to mention my brazen lack of conscience. That there's no longer a metallic red Giulia Cloverleaf on my drive is a genuine source of distress.

Character is that hardest of qualities to define, but the easiest to feel and the toughest to objectively resist. It's also a polite word used by motoring journalists to sugar-coat flaws and failings. So, when I describe the Giulia as being one of the most impressive and characterful current cars I've driven in a very long time, what I'm basically saying is that it's brilliant, but not without failings, and that I couldn't care less because it absolutely nails what I want. Both as a potent (190mph) supersaloon and a modern Alfa Romeo.

The looks, sound and performance are all utterly intoxicating. The motor is very special indeed, both in terms of output and delivery, with the balance of grunt and grip just in favour of the former. Not in a spiky, sweaty-palmed way, but

enough to know there's a lot of shove going to the rear axle. It feels properly potent, goes like stink and rewards skilful driving without demanding it.

I think what I really love about it is the way it was clearly conceived as a rival to the usual suspects from Audi, BMW and Merc, yet instead of trying to beat the Germans at their own game pursued a truly, madly, deeply Italian approach. What you get is an exuberant, original and warmly soulful machine, not some iron-fisted Terminator.

What does come as a surprise is how well the car works as, er, just a car. The new infotainment system is simple and easy to use. The screen is beautifully integrated into the sweeping dash, not a cheap-looking tablet that's slapped on wherever it'll fit. It's also comfortable, nicely finished, generously equipped, spacious and – most pleasingly – Not Another SUV. Though of course if you want an all-wheel-drive Alfa then there's the Stelvio...

Despite its abundant appeal, the Giulia's sales numbers suggest dropping £70k on a new Alfa Romeo is too big a leap of faith for most people. That's a real shame because the Quadrifoglio is an absolute cracker.

Richard Meaden (@DickieMeaden)

What's immediately apparent is that there's a poise and polish to the way the GSi goes down a decent A- or B-road. Its capability suggests plenty of effort has been put into the chassis. It's not an overt or extreme character, but the evidence thus far points to a car that likes to go about its business in a quietly effective manner. A bit of a sleeper, in other words.

This doesn't necessarily fit with my experience of past GSi models, which at their best have been pleasingly ballsy characters, if not class-leading material. Still, early indications are there should be some interesting layers to be peeled back and explored over the coming months.

Richard Meaden (@DickieMeaden)

Date acquired April 2021 **Total mileage** 2004 **Mileage this month** 1171 **Costs this month** £0 **mpg this month** 27.7

Date acquired January 2021 **Total mileage** 3672 **Mileage this month** 901 **Costs this month** £0 **mpg this month** 21.1



Lamborghini Aventador SVJ

Our staff photographer tries a Lambo for the first time

WORKING FOR A PERFORMANCE car magazine, you certainly have the perk of getting to drive lots of interesting cars, but when you're the magazine's photographer you're normally at the bottom of the list when it comes to sampling the extra special stuff. Fortunately for me, we've had our SVJ for months not days, meaning it eventually worked its way down to the bottom of that list, providing me with the opportunity to get behind the wheel of my very first Lamborghini.

I won't try to play it cool – I was extremely excited to have the SVJ for a long weekend. Getting into the driver's seat, I realised it was a car designed for people shorter than my 5ft 11in, as my head was brushing the Alcantara roof lining. So for me the driving position wasn't great, nor the obscured view out of the side windows, and to that you can add the usual problem of being able to see next to nothing in the rear-view mirror – perfect for your first drive in a 759bhp supercar that's as wide as a house!

But upon flicking open the red safety cover on the centre console and pushing the button beneath, the start-up noise from the SVJ's incredible V12 engine made me instantly forget all about little inconveniences such as vision. And while I may have built it up in my head, after ten minutes or so I realised that the SVJ is not actually that difficult to drive. Yes, it's large and sometimes literally takes up your entire side of the road, but you get used to that, just as you

get used to the way the single-clutch 'box highlights its age by changing gear with a slight pause before slamming the ratio home.

And when the opportunity arises to exploit the SVJ's performance, it really doesn't disappoint. For all of its imperfections it's right up there as one of the most intoxicating cars I've ever driven. The feral way the engine revs and the accompanying fast-forward-style acceleration makes you feel like a big kid, giggling to yourself about just how bonkers this car is – and that's just from the inside.

Needless to say, you get lots of attention in a car like this, and it was amusing seeing people trying to sneakily take photos of it with their phones. But it's impossible not to react to those otherworldly looks, which is why I loved seeing my girlfriend's expression when I first arrived home in the SVJ: the face you pull when you're excited but also half embarrassed is priceless. (Well, £440,000 actually.)

The rest of my short time with the SVJ was packed with excuses to go back out for another drive and another opportunity to enjoy this awesome Italian spaceship. It's an experience I definitely won't be forgetting any time soon.

Aston Parrott (@AstonParrott)

Date acquired November 2020 **Total mileage** 10,611 **Mileage this month** 351 **Costs this month** £0 **mpg this month** 12.1

Cupra Formentor

Living proof that 'crossover' isn't always a dirty word

WHEN ARRIVING AT A FAR-OFF photoshoot location in the early morning, guided by nothing more than a pin on Google Maps to what sometimes feels like the middle of nowhere, there are few more comforting sights than photographer Aston Parrott's car sitting on the verge awaiting your arrival. It's only then you're sure you haven't just driven four hours in entirely the wrong direction.

For the last few months that car has been a Cupra Formentor, and, having followed it and driven it a few times, it feels like it might just have cracked the crossover code. OK, so 'crossover' may be a pejorative word in the *evo* lexicon, but car photoshoots can occasionally be less about the thrill of driving and more about the thrill of finding a suitable U-turn location. And this is where the Cupra's extra bit of ride height and plump tyre sidewalls can look awfully appealing, especially from the driving seat of the low-slung sports car on test that has to make that same U-turn.

Yet, unlike a traditional SUV, the Formentor doesn't give too much away in outright ability or driving enjoyment to a more conventional performance five-door. Rather than feeling like a compromise, the extra height instead drives a different character – a feat not easily achieved by a car based on the VW Group's MQB platform.

A bonus to this is the Cupra's design, which to my eyes looks dynamic, distinctive and attractive, and an interior that, while saddled with a fussy infotainment system and infuriating sliders for temperatures and volume, is otherwise top notch.

So there you are. I like this crossover. Stu, you'll have my resignation on your desk in the morning.

Jordan Katsianis (@JordanKatsianis)

Date acquired January 2021 **Total mileage** 3207 **Mileage this month** 1101 **Costs this month** £0 **mpg this month** 30.1





Renault Sport Clio 182

The classic Clio has received some TLC - and the promise of more use

THE MOMENT THEY TELL YOU THAT the bill will probably be close to what you paid for the car in the first place is always fun. I think I might have said things like *riiiight* and *ohh-kaaay*, because somehow extending the words helps put some initial distance between you and the figure, diminishing it slightly as a result.

Anyway, some of the reason for the larger-than-normal bill was probably my fault, because I'd left the Clio sitting for some time. The battery had gone flat over Christmas and then the MOT had expired during lockdown, and when I got round to connecting some jump leads between the T-Roc R and the 182 it had been several weeks since it last turned a wheel. I'd sulk and throw up warning lights if I'd been ignored for that long. Other stuff was just wear and tear from scrabbling around the lanes of middle England.

Walking into the office at the back of the garage when I went to pick up the car, the blow of handing over the money was softened by

being able to look at a Bburago 1:18 model of a Testarossa. But not just a regular red one. This was the white one with the Italia '90 logos on it. Aged eight, I rather coveted one for my burgeoning collection of model Ferraris, but I didn't really like football and so never bought it. The garage also has models of a Porsche 356 and a CLK GTR race car on the same shelf. It's a good garage. I digress.

The bill came to the best part of £1400, which included two new front springs, two new front tyres, a new rear damper, an alternator, a belt and a battery. Then there was the oil change, a couple of filters and four spark plugs. Sprinkle in some labour and an MOT test and you can see how it adds up quite quickly.

All thoughts of cost were banished on the drive home, however. The sun was out, the roads were familiar and the car felt fantastic. I wouldn't say it felt as good as new, but it was, as always, a breath of fresh air. It feels so small and nimble, yet the strength of that naturally aspirated 2-litre four in the nose never ceases to amaze. The



way the engine changes tone and pulls even harder above 4000rpm is just brilliant. Then there is the lightness and the fleetness that brings with it.

Sometimes I think about selling it, as a bigger hot hatch might be a bit more useful sometimes. But I know I'd regret it if I got rid. Instead I shall endeavour to drive the Clio rather more this year. I think it will do us both good.

Henry Catchpole (@HenryCatchpole)

Date acquired September 2017 **Total mileage** 112,978 **Mileage this month** 401
Costs this month £1378.39 (see text)
mpg this month 33.7



**'It's the
effortlessness of
its approach that
impresses most'**

BMW M550i xDrive

A country-crossing drive allows the M550 to show its strengths

IT'S A WELL-TRODDEN PATH FOR ANY **evo** staffer or contributor, the one to the majestic Anglesey Circuit. It's also a near six-hour trip for me, which is why it particularly pays to make sure I secure the right car for the 600-mile round trip. If the planning has gone to, er, plan there should always be something tasty to play with on arrival, which means the mode of transport to and from the circuit can be of the less frantic type.

A type that has enough in its armoury to make progress, but plain enough looks to glide under the radar. With a chassis and interior that put as much focus on comfort as they do controlling the car's body and yours. And ergonomics that mean you don't need to stop and stretch your legs before it needs its belly refuelling. And if, when you do reach your final destination, it doesn't embarrass itself if it's required to head out on track to help with chasing the hooligans around, all the better.

It's for these very reasons – and because our

DBX had yet to arrive – that I suggested to John Barker that he really should spend some more time in our GR Yaris (he'll share his thoughts next month) and while he did I could take the M550i off his hands to make room on his drive. I adore the GR, but a lazy V8 and eight-speed slusher is a more inviting prospect for a slog up the M6.

I've had a soft spot for the 550 ever since I collected it from BMW when they asked for 'my' M340i back. Its 4.4-litre V8 doesn't have that feral bite of the M5's, but on light throttle applications it picks up and gathers pace to match expectations, and when you extend the openings further it takes a serious bite out of the route, leaving you in no doubt that the latest M-badged non-M cars are more than a simple marketing exercise.

It's the effortless approach the M550i has that impresses most. It's not as sharp as an M5 Competition; its steering, as JB has noted, isn't as crisp and lacks the finer detail. But in return you get a car with a gait that is supremely supple, allowing

you to settle into a long drive with all the effort that's required to fall into a wingback chair and enjoy a long drink.

Wind, tyre and engine noise are all suppressed, the speed limiter function works perfectly for UK roads with its ability to adjust the speed by single mph increments. Knock all the modes to Comfort and the big Five chews up miles quicker than I can get through a family bag of Haribo.

Add in a large fuel tank and mpg in the mid to high 20s and you can strike out from the east coast of England to the west coast of Wales without stopping, arriving just in time for **evo**'s Aston Parrott to hand you a Big Mac meal and a strawberry milkshake. And the following day it will chase an Alfa GTAm around Anglesey with said Parrott leaning from its sunroof to capture last month's cover image until it's time to make the same relaxed and effortless journey home. As an all-rounder, our M550i is hard to beat.

Stuart Gallagher (@stuartg917)

Date acquired January 2021 **Total mileage** 5579 **Mileage this month** 1001 **Cost this month** £0 **mpg this month** 26.9



Ford Focus ST Estate

Does the estate ST miss out by not having a Performance Pack?

UNLIKE THE ESTATE VERSION OF the Focus ST, the hatchback can be specified with an optional Performance Pack. For £800 it adds adaptive dampers, automatic rev-matching, launch control, upshift lights and a fourth driving mode ('Track'). So are ST Estate buyers missing out by not being able to tick this option? This month I tried a PP'd hatch back-to-back with our wagon to find out.

What quickly became apparently is that some of those extras feel far from essential. Take launch control, for example. Slot first gear, thumb the OK button on the steering wheel to confirm you want launch mode, pin the throttle (the car dials in the optimum revs), then dump the clutch to go. It satisfies your curiosity to experience it once, but given the ST has 276bhp, not 672, you don't really feel compelled to try it a second time.

Then there's auto rev-matching. It's clever, no doubt, but isn't skilfully matching revs yourself part of the pleasure of still driving a manual car, particularly if you enjoy driving enough to specify a Performance Pack on your hot hatch?

It's the damping that provides the most intriguing difference, then, and that difference is apparent within the first 100 metres. Even in Normal mode there's an added firmness to the adaptively damped car's ride, enough to give the ST a more purposeful, tensed-muscle feel that our lissom estate sometimes lacks, and of course that purposefulness can be ramped up further by

selecting Sport or even Track mode. However, I'm not convinced that in any mode the adaptive dampers improve the ST's ability to do what a hot hatch (or a hot-hatch-based estate) should do best, namely pull apart a British B-road.

Pliant-riding our estate may be, but don't mistake that for a lack of control: its ability to shrug off some of the roughest roads I know is a party piece I am becoming increasingly fascinated by. Where rival cars, and the Performance Pack ST, can have you bracing and clenching as each severe bump or dip passes beneath the wheels, the passively sprung ST Estate goes about its business in an almost serene fashion. Meanwhile its extra degree of lean in corners provides an old-fashioned but rather reassuring confirmation of how hard you're working the car – which can often be very hard indeed thanks to its remarkably tenacious front end.

If you're a trackday regular, or you simply want your ST to feel more 'sporty', the adaptive dampers would still likely be something you'd miss. But if you prefer B-roads to Brands Hatch, I reckon you could happily live without them – and the rest of the Performance Pack, too.

Ian Eveleigh

Date acquired February 2021 **Total mileage** 2064 **Mileage this month** 779 **Costs this month** £0 **mpg this month** 31.5



Audi S3

Our S3 makes up for time (and distance) lost under lockdown

LIVERPOOL, NOTTINGHAM, CAMBRIDGE, Norfolk... It's safe to say we've been making up for lost time in the Blue Meanie. Thankfully, as hoped and predicted last month, I'm warning to its charms with every varied mile crunched.

Despite Audi's claims on mpg (39.2) I can't say that this is a car for saving money on long journeys. I've played with the eco settings to try to make it more frugal, but obviously that never lasts long and I'm soon back in my Individual set-up (essentially pretty much everything dialled up to 11). The combination of the 306bhp engine at its punchiest and the passive S sports suspension provides a perfect balance for the UK's B-roads and dual carriageways, making for a smooth and fast ride. There's a sense of all the components working in unison to ensure you feel safe, while the brakes are some of the best I've experienced. The S3 is a brilliant daily driver and hard to fault for these reasons alone.

Excitement, though? The jury is still out, but I suspect the S3 would be exposed if pitted against its rivals, especially if a track were involved.

Finally, a couple of niggles to report. The passenger-side door mirror has developed a dry screeching noise when it's adjusted (annoying when reversing into a space at Aldi), but nothing a quick spray of WD40 won't cure, I'm sure. And while I've now deactivated the annoying stop-start and lane assistance functions, the dreaded Audi Pre Sense has moved into overdrive. If it rains for more than five minutes you're bombarded with 'poor visibility' warnings and alerts about cars it thinks you're about to drive into. Why is such tech so often more distracting than it is helpful?

Richard Browne (@washlander)

Date acquired December 2020 **Total mileage** 4412 **Mileage this month** 1001 **Costs this month** £0 **mpg this month** 29.1

PORSCHE ESSENTIALS

Must-have gifts for the evo reader and their car



Avon Tuning

A remapping and modification specialist based in the South West of England, Avon Tuning offers high-quality ECU calibrations and a range of modding options. If you're looking to get the best from your car, Avon Tuning delivers bespoke service, from a simple stage one remap, to hardware modifications from class-leading partners such as Akrapovic, Bilstein and Milltek. Get in touch with them through social channels, telephone on 01454 800117 or email at info@avontuning.co.uk.

Visit avontuning.co.uk



Specialised Covers

Specialised Covers has been manufacturing tailored indoor and outdoor covers in the UK for 40 years, creating bespoke, functional and protective products that are the perfect fit for your Porsche. The unique material formulations guarantee the highest quality protection each and every time. Simply contact the team with your vehicle details by email at info@specialisedcovers.com or by phone on 01943 864646 to discuss your cover options.

Price: From £199

Visit specialisedcovers.com

Versitray

Sick of misplacing things while you're trying to work on your car? You'll never lose another nut, bolt, clip or tool again with the Versitray. The perfectly sized 385mm x 320mm x 25mm tool tray's 'grip technology' adapts, flexes and secures itself to uneven surfaces so you can place it wherever is most convenient. Made in the UK from recyclable, easy to clean material, its 'antistatic' properties ensure it stays dirt-free for longer by repelling dust and debris.

Price: £24.99

Visit versitray.co.uk



Heel Tread socks

With patterns inspired by the most iconic machines and racing liveries, Heel Tread is a brand for those who live and breathe motoring. From many Stuttgart icons like the 917, 930, RS, Pepita and Pash seats to quintessential automotive colours, this ever-growing collection is tailored for the true petrolhead. Designed and produced in Portugal, Heel Tread uses seamless knitting to create high quality, comfortable, and durable cotton socks.

Price: From £9

Visit heeltread.com



Scratchshield

For those of us that truly love our Porsche, keeping it looking shiny and clean is important. But what you don't want to do while washing your car is to accidentally scratch the paintwork. With Scratchshield's bucket filter system, you can avoid picking up dirt and debris that can cause damage. Made in the UK, the simple system adjusts to fit most buckets and comes with a lifetime guarantee.

Price: £7.29

Visit scratchshield.co.uk





ASTON MARTIN HERITAGE TRUST

HERITAGE FESTIVAL

SATURDAY 26TH JUNE 2021



DALLAS BURSTON POLO CLUB
STONEYTHORPE ESTATE, SOUTHAM , CV47 2DL

For more information and ticket sales please see our website at <https://astonmartinheritagefestival.co.uk>

Richbrook

Perfect fit indoor car covers,
available in Red, Blue and
Black only £99.



Full info and shop www.richbrook.co.uk or call 01328 862387

Superstretchy
Superstrong
Supersoft

Richbrook

Tailored '4 layer'
StormGuard™
Outdoor Car Covers
From £149



Full info and shop www.richbrook.co.uk or call 01328 862387

Waterproof & breathable
Soft non-scratch lining
Ultimate protection

"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 ★★★★★



**BMW M140i DYNAMICS &
PERFORMANCE UPGRADES**

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



Scan, Read, Edit, Write, Drive.

Come and see us at Goodwood FOS to explore our tuning hardware and software products and also discuss dealer opportunities.

GOODWOOD FESTIVAL OF SPEED – STAND 110
8th – 11th July 2021

<https://www.goodwood.com/motorsport/festival-of-speed/>

HPtuners

[hptuners.com](https://www.hptuners.com)

FILTRATION FOR THE FUTURE



K&N® air filters are the pinnacle of powersports filtration. We combine precision engineering, uncompromising design, and extreme testing to give you the unbeatable lifetime protection of The World's Best Air Filter™.



Performance Intake Systems



Washable Cabin Air Filters



Performance Oil Filters



EPOXY-COATED SCREEN MESH

Protects the filter media and provides a rigid structure

WASHABLE COTTON FILTER MEDIA

High-flow cotton media captures dirt and particles

DURABLE URETHANE FRAME

Rugged enough to last for a million miles of use

K&N® is the global leader in washable air filtration for every style and level of performance from classic to modern horsepower.

Get your performance today!



AA
AUTO AUCTION

SELL



*"Auto Auction promises to be a safe,
secure, and proactive partner in buying
and selling all types of vehicles"
- Tiff Needell*

LIST & SELL FOR FREE

www.autoauction.co.uk | info@autoauction.co.uk | +44 (0) 330 1334 066

1000s of verified bidders on autoauction.co.uk

PERFORMANCE AWAITS

CONVERSIONS | PARTS | REMAPPING



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



DIRECT2U



*free vice with
every order!*



www.direct2u.co.uk/workbenches



buy now



COMPLETE GARAGE KITS

from only £475

DRIVEN BY PASSION

**PAMO: The independent sports- and supercar hub in the heart of Europe.
Redefining the limited sports- and supercar industry.**

Sale. Purchase. Investment Consulting. Logistics. Detailing.

FERRARI LAFERRARI

Currently for sale @PAMO

www.pamocars.com



PAMO

The Knowledge

RATINGS

★ = Thrill-free zone ★★ = Tepid ★★★ = Interesting ★★★★ = Seriously good ★★★★★ = A truly great car

Ⓢ = new entry this month. Cars in *italics* are no longer on sale. **Issue no.** is for our most recent major test of the car (D = Drive, T = Drive Too, I = Ignition, F = feature). Call 0330 333 9491 for back issues. **Engine** shows details of the car's combustion engine, or for BEVs the total output in kW of the car's electric motors. **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 (tested)** and **0-100mph (tested)** figures could be with either a manual or automatic gearbox/DCT.

SUPERMINIS / HOT HATCHES



OUR CHOICE

Honda Civic Type R. Building on the promise shown by the short-lived FK2 version, the FK8 Type R is a more rounded proposition – and is all the better for it. It's outrageously fast on every kind of road, edges ahead of its rivals on track, offers oodles of interaction and is practical to boot.



BEST OF THE REST

The **Toyota GR Yaris** (left) is just the kind of performance car we've been praying would get made, while the **Hyundai i20 N** and **Ford Fiesta ST** offer more affordable supermini fun. The **Renault Mégane RS** has a strong B-road game, especially with the non-Cup chassis, and the **Hyundai i30 N** is an intriguing and impressive alternative to the usual suspects.

MAKE & MODEL	ISSUE NO.	PRICE (inc. VAT & DEL. IN UK)	ENGINE CYL/CV	BHP/HP	LB/FT/HP	WEIGHT	BPS/TON	0-62MPH (secs)	0-100MPH (secs)	0-100MPH (secs)	MAX. MPH
Abarth 595 Competizione	256 T	£23,995	4/1368	178/5500	184/3000	1035kg	175	6.7	-	-	140
Abarth 595 Essence	256 T	£25,295	4/1368	178/5500	184/3000	1044kg	173	6.7	-	-	140
Abarth 695 Biposto	205 F	£44,169	4/1369	187/5500	184/3000	997kg*	191	5.9	-	-	143
Alfa Romeo 147 GTA	187 F	£33,036	6/3179	247/6200	221/4800	1360kg	185	6.3	6.0	15.5	153
Audi A1 40 TFSI	256 D	£24,470	4/1984	191/6000	236/1500	1260kg	159	6.5	-	-	155
Audi S1	246 F	£46,148	4/1984	228/6000	273/1600	1315kg	176	5.8	-	-	155
Audi A1 quattro	264 F	£3	4/1984	253/6000	258/2500	1420kg	181	5.7	-	-	152
Audi S3 Sportback	279 D	£38,475	4/1984	306/5450	295/2000	1500kg	207	4.8	-	-	155
Audi RS3 Sportback	256 F	£46,285	5/2480	394/5850	354/1700	1510kg	265	4.1	-	-	155
Audi S3	188 F	£33,240	4/1984	296/5500	280/1800	1395kg	216	5.2	5.4	12.5	155
Audi RS3 Sportback	221 F	£56,148	4/1984	362/5500	343/1625	1520kg	242	4.3	3.6	-	155
BMW 120i	283 F	£31,875	4/1998	261/4750	295/1750	1445kg	184	6.1	-	-	155
BMW M135i Drive	271 F	£36,430	4/1998	302/5000	332/1750	1525kg	201	4.8	-	-	155
BMW M235i xDrive Gran Coupé	274 D	£37,595	4/1998	302/5000	332/1750	1570kg	195	4.8	-	-	155
BMW M235i	212 F	£37,595	4/1998	302/5000	332/1750	1570kg	195	4.8	-	-	155
Citroën DS3 1.6 THP	142 F	£10,15	4/1598	154/6000	177/1400	1240kg	126	7.3	-	-	133
Citroën DS3 Racing	153 D	£11,12	4/1598	204/6000	203/2000	1240kg	167	6.5	-	-	146
Citroën AX GT	195 F	£7,92	4/1360	85/6400	86/4000	722kg	120	9.2	-	-	110
Cupra Leon e-Hybrid	280 D	£34,495	4/1395	242	295	1596kg	154	6.7	-	-	140
DS 3 Performance	222 D	£6,18	4/1598	205/6000	221/2000	1173kg	177	6.5	-	-	143
Fiat Panda 100HP	277 F	£6,11	4/1368	99/6000	97/4250	975kg	103	9.5	-	-	115
Ford Fiesta ST-Line Mk4	251 F	£18,440	3/998	138/6000	133/1500	1144kg	123	9.0	9.2	26.4	125
Ford Fiesta ST	259 F	£20,700	3/1497	191/6000	214/1600	1187kg	169	6.5	-	-	144
Ford Fiesta ST Performance Edition	269 F	£26,495	3/1497	191/6000	214/1600	1187kg	169	6.5	-	-	144
Ford Fiesta ST	207 F	£13,17	4/1596	197/5700	214/2500	1088kg	184	6.9	7.4	18.4	137
Ford Fiesta ST200	253 F	£6,16	4/1596	212/6000	236/2500	1088kg	188	6.7	-	-	143
Ford Fiesta Zetec S	123 D	£8,13	4/1596	118/6000	112/4050	1045kg	115	9.9	-	-	120
Ford Fiesta ST	075 D	£5,08	4/1596	148/6000	140/4500	1137kg	132	7.9	-	-	129
Ford Focus ST (Mk4)	267 F	£31,995	4/2200	216/5000	210/3000	1433kg	196	5.7	-	-	155
Ford Focus ST (Mk3)	207 F	£5,18	4/1999	247/5500	265/2000	1263kg	184	6.5	-	-	154
Ford Focus ST (Mk2)	119 F	£5,10	5/2522	222/6000	236/1600	1392kg	162	6.8	6.7	16.8	150
Ford Focus RS (Mk3)	246 F	£5,18	4/2261	345/6000	347/2000	1547kg	227	4.7	4.9	12.6	166
Ford Focus RS Edition (Mk3)	246 D	£5,18	4/2261	345/6000	347/2000	1547kg	227	4.7	-	-	166
Ford Focus RS (Mk5)	195 F	£9,11	4/2261	300/6500	324/2300	1467kg	208	5.9	5.9	14.2	163
Ford Focus RS500 (Mk2)	256 F	£10,11	5/2522	345/6000	339/2500	1467kg	239	5.6	5.6	12.7	165
Ford Focus RS (Mk1)	207 F	£2,03	4/1998	212/5500	229/3500	1278kg	169	6.7	5.9	14.3	150
Ford Escort RS Cosworth	271 F	£2,96	4/1993	224/6250	224/3500	1275kg	179	6.2	-	-	137
Ford Puma 1.7	095 F	£7,12	4/1619	123/6300	116/4500	1041kg	120	9.2	8.6	27.6	122
Ford Racing Puma	262 F	£9,01	4/1619	153/7000	119/4500	1174kg	132	7.9	7.8	23.2	137
Honda Civic Type R (FK8)	281 F	£32,820	4/1996	316/6500	295/2500	1380kg	233	5.8	5.9	12.6	168
Honda Civic Type R Limited Edition (FK8)	281 D	£39,995	4/1996	316/6500	295/2500	1333kg	241	5.8	-	-	168
Honda Civic Type R (FK2)	227 F	£5,17	4/1996	306/6500	295/2500	1378kg	226	5.7	5.4	12.4	167
Honda Civic Type R (FN2)	102 F	£7,11	4/1998	198/7800	142/5600	1267kg	158	6.6	6.8	17.5	146
Honda Civic Type R Mugen (FN2)	248 F	£9,11	4/1998	237/8300	157/6250	1233kg	195	5.9	-	-	155
Honda Civic Type R (EP3)	258 F	£1,05	4/1998	197/7400	145/5900	1204kg	166	6.8	6.8	16.9	146
Honda Civic Type R (EK9)	210 F	£9,10	4/1995	182/8200	118/7500	1040kg	178	6.8	-	-	135
Hyundai i20 N	285 F	£24,995	4/1591	201/5500	203/1750	1190kg	172	6.7	-	-	143
Hyundai i30 N	179 D	£25,995	4/1998	247/6000	299/1750	1400kg	179	6.4	-	-	155
Hyundai i30 N Performance	179 D	£29,495	4/1998	271/6000	270/1750	1429kg	193	6.1	6.6	14.9	155
Hyundai i30 Fastback N Performance	269 F	£29,995	4/1998	271/6000	279/1750	1441kg	191	6.1	-	-	155
Kia Ceed GT	267 F	£25,850	4/1591	201/6000	195/1500	1386kg	147	7.2	-	-	143
Kia ProCeed GT	259 D	£28,135	4/1591	201/6000	195/1500	1438kg	142	7.2	-	-	140
Kia ProCeed GT	217 D	£13,18	4/1591	201/6000	195/1500	1359kg	143	7.3	-	-	150
Lancia Delta HF Integrale Evoluzione II	271 F	£93,94	4/1995	212/5750	232/2500	1340kg	161	5.7	-	-	137
Mercedes-AMG A35	267 F	£35,970	4/1991	302/5800	295/3000	1480kg	207	4.7	-	-	155

EVO RATING

- Spirited engine, still looks great - Favours fun over finesse ★★★★★
- A bundle of fun if you're in the mood for it - Dynamically dated, expensive ★★★★★
- Engineered like a true Abarth product - Expensive for a city car ★★★★★
- Mk1 Focus RS pace without the histrionics - Slightly nose-heavy ★★★★★
- Capable - It's no SL replacement ★★★★★
- Compliant and engaging chassis; quick, too - Looks dull without options ★★★★★
- Polished 253bhp all-wheel-drive A1 - Just 19 came to the UK, with a Porsche Cayman price ★★★★★
- Less one-dimensional than its predecessor - Breaks little new ground ★★★★★
- Hugely quick, point-to-point - Sometimes speed isn't the be-all and end-all ★★★★★
- Lots of grip and one of the best-sounding four-pot turbos - Still a little too clinical ★★★★★
- Addictive five-cylinder noise; monster pace - Chassis not exactly playful ★★★★★
- More exciting and rewarding than a Mk8 Golf GTI - A manual gearbox would be welcome ★★★★★
- Strong performance, monster 4WD traction - Engine lacks character ★★★★★
- Quick, with an able chassis and quality cabin - Just not that exciting ★★★★★
- Powertrain, noise, chassis - M235i looks nice, and has an LSD option ★★★★★
- A proper French hot hatch - Petrolheads might find it too 'designed' ★★★★★
- A faster, feistier DS3 - Not as hardcore as its Racing tag suggests ★★★★★
- Makes terrific use of 85bhp - Feels like it's made from paper ★★★★★
- Steers and handles neatly, tax-friendly - Can't decide if it's a hot hatch or a Prius rival ★★★★★
- All the right ingredients - Undercooked ★★★★★
- About as fun as small cars get - Optional ESP can't be turned off ★★★★★
- Quality chassis makes for a born entertainer - Tail gearing and dull engine can spoil the fun ★★★★★
- Highly talented, with real depth to its character - Can get wrong-footed on bad tarmac ★★★★★
- All the good things about the regular Fiesta ST, but with added composure - How much?! ★★★★★
- Chassis, price, punchy performance - Have you heard of Mountune? ★★★★★
- Massive fun - They only made 400 ★★★★★
- Genuinely entertaining supermini - Renault Sport Twingo and Suzuki Swift are even more fun ★★★★★
- Great looks, decent brakes - Disappointing chassis, gutless engine ★★★★★
- A return to form - Lacks the poise and precision of the very best ★★★★★
- Excellent engine - Scrappy when pushed ★★★★★
- Value, performance, integrity - Big engine compromises handling ★★★★★
- Torque-vectoring 4WD brings new sensations to hot hatch sector - Needs to be driven hard ★★★★★
- Front-limited-slip differential brings more precise handling - Pricing and still heavy ★★★★★
- Huge performance, highly capable FWD chassis - Body control is occasionally clumsy ★★★★★
- More power and presence than regular Mk2 RS - Pricey ★★★★★
- Some are great - Some are awful (so make sure you drive plenty) ★★★★★
- The ultimate Essex hot hatch - Unmodified ones are rare, and pricey ★★★★★
- Revvy engine, sparkling chassis, bargain used prices - Rusty rear arches ★★★★★
- An affordable exotic - Corroding rear arches ★★★★★
- Widely exciting, with improved refinement - Looks remain challenging for some ★★★★★
- Terrifically capable, blisteringly quick, still practical - Only 20 are coming to the UK ★★★★★
- Great on smooth roads - Can be punishing on less-than-smooth roads ★★★★★
- Looks great, VTEC more accessible - Steering lacks feel, inert balance ★★★★★
- Fantastic on road and track - Only 20 were made, and they're a tad pricey... ★★★★★
- Potent and great value - Duff steering ★★★★★
- Sublime early incarnation of the R recipe - Good ones are thin on the ground ★★★★★
- A serious threat to the Fiesta ST - We'd like the option of a stripped-back version ★★★★★
- Very close to the Performance version on ability... - But not that far away on price ★★★★★
- A brilliant, thoroughly developed hot hatch - Imagine if it was lighter too ★★★★★
- As above, but with a fractionally more mature ride and soundtrack - As above ★★★★★
- Feels like a detuned S10 - Lacks personality ★★★★★
- Flexible engine, handsome shooting brake body - It's warm rather than hot ★★★★★
- Fun and appealing package - Soft-edged compared to rivals ★★★★★
- One of the finest cars ever built - Demands love, LHD only ★★★★★
- A formidable A-to-B device - Some front-drive rivals are more fun ★★★★★

MAKE & MODEL

MAKE & MODEL	ISSUE NO.	PRICE (ON ROAD)	ENGINE CYL/CC	BHP/BPM	LB/FT/PPH	WEIGHT	BHP/TON	0-62MPH (SECS)	0-100MPH (SECS)	MAX MPH
Mercedes-AMG A45 S	284 F	£50,570	4/1991	415/6750	369/5000	1550kg	272	3.9	-	167
Mercedes-AMG A45	221 F	'15-'18	4/1991	376/6000	350/2250	1480kg	258	4.2	3.9	155
Mercedes-Benz A45 AMG	194 F	'12-'15	4/1991	355/6000	332/2250	1480kg	244	4.6	4.3	16.6
Mini Cooper (F56)	254 T	£17,635	3/1499	134/4500	162/1250	1085kg	125	7.9	-	130
Mini Cooper S (F56)	268 F	£20,925	4/1998	189/4700	221/1250	1195kg	161	6.8	-	146
Mini John Cooper Works (F56)	211 F	£25,590	4/1998	228/2500	236/1250	1200kg	193	6.3	-	153
Mini John Cooper Works GP (F56)	280 F	£33,895	4/1998	302/1750	332/1750	1255kg	244	5.2	-	164
Mini John Cooper Works Challenge (F56)	237 F	'16-'17	4/1998	228/2500	236/1250	1253kg	191	6.3	-	152
Mini Cooper (R56)	185 F	'09-'14	4/1998	120/6000	118/4250	1075kg	113	9.1	-	126
Mini Cooper S (R56)	149 F	'06-'14	4/1998	181/5500	177/1600	1140kg	161	7.0	-	142
Mini John Cooper Works (R56)	184 F	'08-'14	4/1998	205/6000	206/2000	1160kg	182	6.9	7.2	16.7
Mini John Cooper Works GP (R56)	231 F	'13-'14	4/1998	216/6000	206/2000	1160kg	188	6.3	-	150
Mini John Cooper Works Coupé (R56)	164 F	'11-'15	4/1998	208/6000	206/2000	1175kg	180	6.3	-	149
Mini Cooper S (R53)	207 F	'02-'06	4/1998	168/6000	155/4000	1140kg	143	7.2	7.8	139
Mini Cooper S Works GP (R53)	262 F	'06	4/1998	215/700	184/4600	1090kg	200	6.5	-	149
Nissanuke Nismo RS	208 D	'15-'17	4/1998	215/6000	206/3600	1375kg	166	7.0	-	137
Peugeot 106 Rallye (Series 2)	273 F	'91-'98	4/1987	103/6200	97/3500	865kg	121	8.8	-	121
Peugeot 106 Rallye (Series 1)	095 F	'94-'96	4/1994	100/7200	80/5400	826kg	123	10.6	-	118
Peugeot 106 GTi 16v	094 F	'97-'04	4/1987	120/6600	107/5200	950kg	128	7.4	-	127
Peugeot 208 GTi by Peugeot Sport	254 F	'15-'18	4/1998	205/6000	221/3000	1160kg	180	6.5	-	143
Peugeot 208 GTi	184 F	'12-'16	4/1998	197/5800	203/1700	1160kg	173	6.8	6.8	179
Peugeot 205 GTi 19	195 F	'88-'91	4/1905	130/6000	119/4750	910kg	145	7.6	-	124
Peugeot 208 GTi by Peugeot Sport	245 F	£30,745	4/1998	256/6000	251/2100	1205kg	224	6.0	6.0	13.8
Peugeot 306 GTi 6	020 F	'93-'01	4/1998	167/6500	142/5500	124kg	140	7.9	7.2	20.1
Peugeot 306 Rallye	095 F	'88-'99	4/1998	167/6500	142/5500	1163kg	146	7.8	6.9	19.2
Renault Sport Twingo 132	175 F	'08-'13	4/1998	131/6750	118/4400	1050kg	127	8.7	-	125
Renault Sport Clio 200 Auto	184 F	'15-'18	4/1998	197/6000	177/1750	1204kg	166	6.7	6.9	179
Renault Sport Clio 220 Trophy	229 F	'16-'18	4/1998	217/6500	206/2000	1244kg	183	6.6	-	146
Renault Sport Clio 200 Cup	247 F	'09-'13	4/1998	197/1700	159/5400	1204kg	166	6.9	6.6	16.7
Renault Sport Clio 197 Cup	115 F	'07-'09	4/1998	194/7250	158/5550	1240kg	161	6.9	-	134
Renault Sport Clio 182	066 F	'04-'05	4/1998	180/6500	148/5250	1110kg	165	7.1	6.6	175
Renault Sport Clio 182 Cup	187 F	'04-'05	4/1998	180/6500	148/5250	1090kg	168	6.9	-	139
Renault Sport Clio Trophy	262 F	'05-'06	4/1998	180/6500	148/5250	1090kg	168	6.9	6.6	17.3
Renault Sport Clio 172 (Phase 2)	034 F	'01-'03	4/1998	170/6250	147/5400	1100kg	156	7.2	7.1	20.0
Renault Sport Clio 172 Cup	048 F	'02-'03	4/1998	170/6250	147/5400	1081kg	171	6.9	6.5	17.7
Renault Sport Clio 172 (Phase 1)	146 F	'00-'01	4/1998	170/6250	147/5400	1035kg	167	7.2	6.6	18.2
Renault Clio Williams	231 F	'93-'96	4/1988	148/6000	126/4500	981kg	138	7.6	7.6	20.8
Renault 5 GTi Turbo	255 F	'87-'91	4/1997	118/5750	122/3000	855kg	140	7.3	-	120
Renault Sport Clio V6 255	277 F	'03-'05	6/2946	251/7150	221/4650	1400kg	182	5.8	-	153
Renault Sport Clio V6	029 F	'99-'02	6/2946	227/6000	221/3750	1410kg	164	6.6	5.8	17.0
Renault Mégane RS (280)	267 F	'18-'20	4/1998	276/6000	288/2400	1407kg	199	5.8	6.3	14.6
Renault Mégane RS 300	283 F	£33,560	4/1998	296/6000	295/2400	1443kg	209	5.7	-	158
Renault Mégane RS Trophy	267 F	£31,995	4/1998	296/6000	295/2400	1419kg	212	5.7	-	162
Renault Mégane RS Trophy-R	280 F	£31,455	4/1998	296/6000	295/2400	1306kg	230	5.4	-	163
Renault Sport Mégane 275 Cup-S/Nav 275	223 D	'16	4/1998	271/5500	265/3000	1394kg	198	5.8	-	158
Renault Sport Mégane 265 Cup	195 F	'12-'15	4/1998	261/5500	265/3000	1387kg	191	6.6	6.4	14.8
Renault Sport Mégane 275 Trophy	212 F	'14-'15	4/1998	271/5500	265/3000	1378kg	200	5.8	-	159
Renault Sport Mégane 275 Trophy-R	193 F	'14-'15	4/1998	271/5500	265/3000	1297kg	212	5.8	-	158
Renault Sport Mégane 250 Cup	139 F	'09-'12	4/1998	247/5500	251/3000	1387kg	181	6.1	6.1	14.6
Renault Sport Mégane dCi 175 Cup	191 F	'07-'09	4/1995	173/3750	265/2000	1470kg	199	8.3	8.3	23.5
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
Renault Sport Mégane R26 R	276 F	'08-'09	4/1998	227/5500	229/3000	1220kg	189	6.0	5.8	14.7
SEAT Ibiza Cupra	225 F	'16-'18	4/1998	189/4300	236/1450	1185kg	162	6.7	-	146
SEAT Ibiza Cupra	183 D	'10-'15	4/1990	178/6200	184/2000	1259kg	144	6.9	-	142
SEAT Leon Cupra 290	267 F	'16-'20	4/1998	286/5400	280/1950	1356kg	214	6.0	-	155
SEAT Leon Cupra 280	244 F	'18	4/1998	261/5500	280/1800	1370kg	226	5.8	-	155
SEAT Leon Cupra	105 F	'07-'11	4/1984	237/5700	221/2200	1375kg	175	6.4	-	153
SEAT Leon Cupra R	139 F	'10-'12	4/1998	261/6000	258/2500	1375kg	193	6.2	6.1	14.0
Skoda Fabia vRS (Mk2)	146 D	'10-'14	4/1990	178/6200	184/2000	1218kg	148	7.3	-	139
Skoda Fabia vRS (Mk1)	077 F	'03-'07	4/1996	130/4000	229/1900	1315kg	100	9.6	-	127
Skoda Octavia vRS (Mk4)	281 D	£29,815	4/1984	242/5000	273/1600	1445kg	170	6.7	-	155
Skoda Octavia vRS (Mk3)	187 D	'13-'17	4/1998	274/5500	258/1500	1345kg	164	6.8	-	154
Skoda Octavia vRS 245 (Mk3)	250 F	'17-'20	4/1998	242/5000	258/1600	1370kg	179	6.6	-	155
Suzuki Swift Sport (Mk3)	267 F	£17,249	4/1373	138/5500	170/2500	975kg	144	8.1	7.6	20.1
Suzuki Swift Sport (Mk2)	125 F	'12-'17	4/1998	214/8900	181/4400	1244kg	136	8.8	-	137
Suzuki Swift Sport (Mk1)	102 F	'05-'11	4/1986	123/6800	109/4800	1033kg	127	8.9	-	124
Toyota GR Yaris	282 F	£29,995	3/1618	251/6500	265/3000	1280kg	204	5.5	-	142
Toyota Yaris GRMN	254 F	'18	4/1998	209/6800	184/5000	1135kg	187	6.3	-	143
Vauxhall Corsa VXR	211 F	'14-'18	4/1998	202/5800	206/1900	1278kg	161	6.8	-	140
Vauxhall Corsa VXR	154 F	'07-'14	4/1998	189/5850	192/1980	1166kg	165	7.2	-	143
Vauxhall Corsa VXR Nürburgring/Clubsport	164 F	'11-'13/14	4/1998	202/5750	206/2250	1166kg	176	6.8	-	143
Vauxhall Astra GTC VXR (Mk2)	207 F	'12-'18	4/1998	276/5500	295/2500	1475kg	190	6.0	-	155
Vauxhall Astra VXR (Mk1)	102 F	'05-'11	4/1998	237/5600	236/2400	1393kg	173	6.4	6.7	16.7
Volkswagen Up GTI	173 F	£16,320	3/999	115/5000	147/2000	995kg	115	8.8	-	122
Volkswagen Up GTI	034 F	'01-'04	4/1998	123/6500	112/2000	1038kg	120	8.2	8.9	30.1
Volkswagen Polo GTI	244 D	£22,005	4/1998	191/4400	236/1500	1272kg	157	6.7	-	147
Volkswagen Polo GTI	211 F	'15-'17	4/1998	189/4200	236/1450	1197kg	160	6.7	-	146
Volkswagen Polo GTI	154 F	'10-'14	4/1990	178/6200	184/2000	1184kg	153	7.4	-	142
Volkswagen Golf GTI (Mk8)	279 D	£33,460	4/1984	242/5000	273/1600	1429kg	172	6.4	-	155
Volkswagen Golf GTI Clubsport (Mk8)	283 F	£37,315	4/1984	296/5000	295/2000	1416kg	206	5.6	-	155
Volkswagen Golf R (Mk8)	286 D	£39,270	4/1984	316/5200	310/2100	1551kg	207	4.7	-	155
Volkswagen Golf GTI (Mk7.5)	233 D	'17-'20	4/1998	227/4700	258/1500	1289kg	179	6.4	-	155
Volkswagen Golf GTI TCR (Mk7.5)	267 F	'17-'20	4/1998	286/5400	280/1950	1410kg	206	5.6	-	155
Volkswagen Golf R (Mk7.5)	267 F	'17-'20	4/1998	296/5500	295/2000	1456kg	207	4.7	4.5	11.6
Volkswagen Golf GTI (Mk7)	236 F	'15-'17	4/1998	214/8900	181/4400	1244kg	136	8.8	-	137
Volkswagen Golf GTI (Mk7)	236 F	'13-'17	4/1998	214/5000	258/1500	1276kg	173	6.5	-	153
Volkswagen Golf GTI Clubsport Edition 40 (Mk7)	230 D	'16-'17	4/1998	286/3300	280/1700	1300kg	224	6.3	-	155
Volkswagen Golf GTI Clubsport S (Mk7)	280 F	'16	4/1998	306/5800	280/1850	1285kg	242	5.8	5.8	12.8
Volkswagen Golf R (Mk7)	222 F	'14-'17	4/1998	296/5500	280/1800	1401kg	215	5.2	5.2	12.4
Volkswagen Golf GTI (Mk6)	170 F	'09-'13	4/1998	207/3300	207/1700	1318kg	160	6.9	6.4	16.5
Volkswagen Golf R (Mk6)	140 D	'10-'13	4/1998	266/6000	258/2500	1446kg	187	5.7	-	155

evo RATING

• A 21st-century reincarnation of late-'90s Imprezas and Evos - It costs £50k	★★★★★
• Tremendously fast - But not a true great	★★★★★
• Blisteringly quick everywhere - Not as rewarding as some slower rivals	★★★★★
• Driving a slow car fast - Driving a car with Union Jack tail lights	★★★★★
• Feels dry and alive at moderate speeds - Loses its composure when you push harder	★★★★★
• Fast, agile, nimble - Chassis lacks sparkle found in previous JCWs	★★★★★
• Street-fighter looks, JCW's predecessors - Better at style than it is substance	★★★★★
• A more hardcore JCW - The ride could be considered a little too hardcore	★★★★★
• Brilliant ride and composure: could be all the Mini you need - 'You'll still buy the S'	★★★★★
• Like the Cooper, but with added show - Google 'Mini death rattle'	★★★★★
• A seriously rapid Mini - Occasionally still a little unruly	★★★★★
• Brazenly irresponsible - Too much for some roads and some tastes	★★★★★
• The usual raucous Mini JCW experience - But wearing a backwards baseball cap	★★★★★
• Strong performance, quality feel - Over-long gearing	★★★★★
• Storming engine, agility - Almost too mannered for a road racer	★★★★★
• Quirky character and bold styling - Not a match for a pukka hot hatch	★★★★★
• Bargain-to-frills thrills - Not as much fizz as original 13	★★★★★
• Frantic, thrashy fun - Needs caring to extract full potential	★★★★★
• Fine handling supermini - Looks its age	★★★★★
• A brilliantly focused small hatch - Obscured deals	★★★★★
• Agile chassis works well on tough roads - Could be more involving	★★★★★
• Still scintillating after all these years - Brittle build quality	★★★★★
• A great entertainer with a crackle of an engine - Tiny steering wheel obscures the dials	★★★★★
• One of the great GTIs - They don't make them like this any more	★★★★★
• Essentially a big GTi for less dosh - Limited choice of colours	★★★★★
• Renault Sport experience for pocket money - Optional Cup chassis gives bouncy ride	★★★★★
• Faster, more refined, easier to drive - We miss the revvy NA engine and manual box	★★★★★
• Wiling chassis - Awful paddleshift gearbox	★★★★★
• The hot Clio at its best - They don't make 'em like this anymore	★★★★★
• Quick, polished and capable - Not as much sheer fun as 182 Cup	★★★★★
• Took hot hatches to a new level - Flawed driving position	★★★★★
• Full of beans, fantastic value - Sunday-market upholstery	★★★★★
• The most fun you can have on three (sometimes two) wheels - Only 500 were built	★★★★★
• Posed, predictable, fast - Lacks aggressive edge	★★★★★
• Bargain old-school hot hatch - Nervous in the wet, no ABS	★★★★★
• Brilliantly accomplished - Imperfect driving position	★★★★★
• One of the best hot hatches ever - Can be fragile	★★★★★
• Clio Williams' grand-daddy - Few unmodified ones left	★★★★★
• Super cars without the original's edge handling - Uninspired interior	★★★★★
• Pocket supercar - Mid-engine handling can be tricky	★★★★★
• Outrageous grip and agility - Cup chassis option doesn't do its composure any favours	★★★★★
• Combines the more potent engine with the softer chassis at last - But now it's auto only	★★★★★
• An RS with knobs on - Unforgiving ride can make it feel ill at ease on trickier roads	★★★★★
• An absolute beast on track - Too much of a beast on the road	★★★★★
• The same as the Trophy-R - They don't make it anymore	★★★★★
• A hot hatch benchmark - Cupholder could be better positioned	★★★★★
• Another cracking Trophy model - Stripped-out Trophy-R is even more thrilling	★★★★★
• As absorbing as a 911 GT3 RS on the right road - Too uncompromising for some, pricey	★★★★★
• Fantastic chassis... - partially obscured by new-found maturity	★★★★★

MAKE & MODEL

Volkswagen Golf GTI (Mk5)
Volkswagen Golf R32 (Mk4)
Volkswagen Golf GTI (Mk2)
Volkswagen Golf GTI (Mk1, 1.8)

ISSUE NO.	PRICE (ex VAT in UK)	ENGINE CVT / CV	BHP / RPM	LG FT / RPM	WEIGHT	BHP / TON	0-62MPH secs	0-100MPH secs	0-100MPH secs	MAX MPH
259 F	04-09	4/1984	197/5100	243/1750	1429kg	140	6.6	-	-	146
087 F	06-09	6/3189	246/6300	236/2500	1466kg	170	6.5	5.8	15.2	155
053 F	02-04	6/3189	237/6250	236/2800	1477kg	163	6.6	6.4	16.3	154
195 F	88-92	4/1781	139/6100	123/4600	960kg	147	7.9	-	-	129
224 F	82-84	4/1781	112/5800	109/3500	860kg	132	8.2	-	-	114

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 new **BMW M3 Competition** (left) drives like a larger M2 Competition, the current **Mercedes-AMG C63 S** will be your last chance to get one with a V8, or if it's something a size larger you're looking for, the **Audi RS6 Avant**, **BMW M5 Competition** and **Mercedes-AMG E63 S** (saloon or estate) provide a trio of strong options.

Alfa Romeo Giulia 2.0 Turbo Super	234 D	£33,595	4/1995	197/5000	243/1750	1429kg	140	6.6	-	-	146	+ Keen engine, enjoyable handling - Firm low-speed ride	★★★★★
Alfa Romeo Giulia Veloce	244 F	£39,875	4/1995	276/5250	295/2250	1429kg	196	5.7	-	-	149	+ Supple and satisfying - Engine reluctant to rev	★★★★★
Alfa Romeo Giulia Quadrifoglio	278 F	£60,995	6/2891	503/6500	442/2500	1620kg	315	3.9	-	-	191	+ If Ferrari built a saloon (really) - Lacks the final polish of German rivals	★★★★★
Alfa Romeo Giulia GTAm	286 F	£157,700	6/2891	533/6500	442/2500	1580kg	343	3.6	-	-	186	+ An utterly fabulous saloon car with a truly infectious character - It's a bit pricey	★★★★★
Alfa Romeo Stelvio Speciale AWD	234 D	£43,705	4/1995	276/5250	295/1750	1660kg	169	5.7	-	-	143	+ Agile feel, quick steering, attractive cabin - Engine not truly inspiring	★★★★★
Alfa Romeo Stelvio Quadrifoglio	244 D	£71,880	6/2891	503/6500	442/2500	1830kg	279	3.8	-	-	176	+ Rivals the Macan GT5 - Needs optional P Zero Corsa tyres to give its very best	★★★★★
Alpine D3 S Touring	286 D	£55,950	6/2993	350/5500	538/2500	1935kg	184	4.8	-	-	167	+ The best fast diesel you can buy - The B3	★★★★★
Alpina B3 Touring	281 D	£67,950	6/2993	456/5500	516/2500	1865kg	248	3.9	-	-	186	+ A richer, smoother drive than an M-car - Little different to an M340i at low speeds	★★★★★
Aston Martin Rapide	141 F	10-13	12/5935	470/6000	443/5000	1990kg	240	5.3	-	-	188	+ Better than its DB9 sibling - More of a 2+2 than a proper four-seater	★★★★★
Aston Martin Rapide S	210 F	13-19	12/5935	552/6650	465/5500	1990kg	282	4.4	-	-	203	+ Oozes star quality; gearbox on 2015MY cars a big improvement - It's cosy in the back	★★★★★
Aston Martin Rapide AMR	261 D	£194,590	12/5935	595/6650	465/5500	1990kg	304	4.4	-	-	205	+ Powertrain, performance, personality - When it goes off sale, so does Aston's 5.9 V12	★★★★★
Aston Martin DBX	277 D	£161,500	18/3982	542/6500	516/2200	2245kg	245	4.5	-	-	181	+ Drives nothing like an SUV - Still heavy and thirsty like an SUV	★★★★★
Audi S3 Saloon	192 F	13-20	4/1984	306/5500	280/1800	1430kg	210	5.3	-	-	155	+ On paper a match for the original S4 - In reality much less interesting	★★★★★
Audi RS3 Saloon	243 F	£47,310	5/2480	394/5850	354/1700	1515kg	264	4.1	3.6	8.8	155	+ Mini RS4 looks; stonking pace - Not the most involving driving experience	★★★★★
Audi S4 Avant (B9, diesel)	266 D	£49,425	6/2967	342/3850	516/2500	1825kg	190	4.9	-	-	155	+ Effortless performance, well-judged chassis - Diesel power won't be to everyone's taste	★★★★★
Audi S4 (B9, petrol)	225 D	17-19	6/2967	348/4800	369/1700	1630kg	218	4.7	-	-	155	+ Strong response and delivery - Chassis feels softer than before	★★★★★
Audi RS4 Avant (B9)	282 F	£65,700	6/2894	444/5700	442/1900	1743kg	259	4.1	-	-	185	+ Very 'real world' fast - Some may feel it lacks character and drama	★★★★★
Audi RS4 Avant (B8)	216 F	12-15	8/1663	444/8250	317/4000	1795kg	251	4.7	4.5	10.5	174	+ Looks and sounds the part, thunderously fast - Unnatural steering, dull dynamics	★★★★★
Audi RS4 (B7)	205 F	05-08	8/1463	414/7800	317/5500	1650kg	255	4.7	4.5	10.5	155	+ 440bhp at 7800rpm! And there's an estate version too - Busy under braking	★★★★★
Audi RS4 (B5)	192 F	00-02	6/2671	375/6100	325/2500	1620kg	236	4.9	4.8	12.1	170	+ Effortless pace - Not the last word in agility, bends wheel rims	★★★★★
Audi RS2	214 F	94-95	5/2226	315/6500	302/3000	1595kg	201	4.8	4.8	13.1	162	+ Storming performance (thanks to Porsche) - Try finding one	★★★★★
Audi RS Sportback	233 D	17-19	6/2995	349/5400	369/1370	1660kg	214	4.7	-	-	155	+ More capable than you think: strong V6 engine, gearbox frustrating in auto mode	★★★★★
Audi S5 Sportback	264 D	£69,525	6/2994	444/5700	442/1900	1720kg	262	3.9	-	-	155	+ High-speed composition - Flat-footed on more technical roads	★★★★★
Audi S6 Avant (C8)	263 D	£63,315	6/2967	344/3850	516/2500	2020kg	173	5.1	-	-	155	+ Diesel suits the S6 ethos - Poor low-end engine response	★★★★★
Audi RS6 Avant (C8)	272 F	£92,190	6/2996	592/6000	590/2050	2075kg	300	3.6	-	-	155	+ Power, poise, build - Needs Dynamic Ride Control suspension to be at its best	★★★★★
Audi RS6 Avant (C7)	203 F	13-18	8/3993	552/5700	516/1750	1935kg	290	3.9	3.6	8.2	155	+ Performance, footpoot! powertrain, beefy looks - Feels a bit one-dimensional	★★★★★
Audi RS6 Avant Performance (C7)	224 D	17-19	8/3993	597/6000	553/2500	1950kg	311	3.7	-	-	155	+ The extra power is no hassle for the chassis - But it's a stern test of your self-control	★★★★★
Audi RS6 Avant (C6)	116 F	08-10	10/4991	572/6250	479/1500	1985kg	297	4.5	4.3	9.7	155	+ Was the world's most powerful estate - Power isn't everything	★★★★★
Audi RS6 Avant (C5)	258 F	02-04	8/4772	444/5700	413/1950	1865kg	242	4.6	4.8	11.6	155	+ The ultimate estate car? - Numb steering	★★★★★
Audi RS7 Sportback	268 D	£98,590	6/2996	592/6000	590/2050	2065kg	291	3.6	-	-	155	+ Surprisingly agile and involving - Sometimes feels its weight	★★★★★
Audi RS e-tron GT	284 D	£110,950	4/95K	637	612	2347kg	276	3.3	-	-	155	+ A fine GT - Range not up to touring	★★★★★
Audi SQ2	261 D	£37,395	4/1984	296/5300	295/2000	1510kg	199	4.7	-	-	155	+ Nothing - Everything	★★★★★
Bentley Flying Spur V8	283 D	£153,900	8/3996	542/6000	568/2000	2330kg	236	4.1	-	-	198	+ The best limo for those who enjoy driving - 2330kg and 5.3 metres	★★★★★
Bentley Flying Spur	272 D	£168,300	12/5950	626/6000	664/1350	2437kg	261	3.8	-	-	207	+ A limo for those who enjoy driving - Needs to lose a few hundred kilos	★★★★★
Bentley Flying Spur V8 S	230 D	16-19	8/3993	521/6000	502/1700	2478g	219	4.9	-	-	190	+ Old-school approach to comfort and luxury - Old-school tech	★★★★★
Bentley Flying Spur	185 D	13-18	12/5948	600/6000	500/1800	2475kg	253	4.6	-	-	189	+ For those who still want their Flying Spur with a W12 - Car feels its weight; engine sounds dull	★★★★★
Bentley Bentayga V8	247 D	£136,900	8/3996	542/6000	568/1900	2388kg	231	4.5	-	-	180	+ The pick of the Bentayga range - A top-end Range Rover is still more polished	★★★★★
Bentley Bentayga	217 D	£162,700	12/5950	600/5000	664/1350	2440kg	250	4.1	-	-	187	+ Sublime quality, ridiculous pace - Inert driving experience, SUV stigma	★★★★★
Bentley Mullanne Speed	279 F	14-20	8/6752	530/4000	811/1750	2685kg	201	4.9	-	-	190	+ The last Bentley with the six-and-a-half-ton - We won't see its kind again	★★★★★
BMW 320i xDrive M Sport (G20)	262 D	£40,585	4/1998	187/4000	295/1750	1540kg	123	6.9	-	-	145	+ Brilliant mix of performance and economy - Lacks a degree of dynamic finesse	★★★★★
BMW 330i M Sport (G20)	257 D	£40,385	4/1998	254/5000	295/1550	1470kg	176	5.8	-	-	145	+ Feels like a 3-series once more - Harsh and unsettled ride	★★★★★
BMW M340i xDrive	270 D	£49,845	6/2998	369/5500	369/1850	1670kg	225	4.4	-	-	155	+ Very fast and refined - Limited driver appeal	★★★★★
BMW M3 Competition (G80)	285 D	£74,815	6/2997	503/6250	479/1750	1730kg	295	3.9	-	-	155	+ As quick and capable as you'd want - Bigger and heavier than you'd like	★★★★★
BMW M3 (F80)	266 F	14-20	6/2979	425/5500	406/1850	1560kg	277	4.3	4.1	8.6	155	+ Looks, performance, practicality - Body control on rough roads; engine lacks character	★★★★★
BMW M3 Competition Package (F80)	267 F	17-19	6/2979	444/7000	406/1850	1560kg	289	4.2	-	-	155	+ The car the F80 M3 should have been from the start - Less refined at low speeds	★★★★★
BMW M3 CS (F80)	250 D	18-19	6/2979	442/6000	442/1400	1585kg	291	4.2	-	-	155	+ Improved chassis and mid-range urge - Cost over £2.0k more than an M3 Comp Package	★★★★★
BMW M3 (F80)	123 F	08-11	8/3999	444/8300	295/3900	1605kg	262	4.9	4.9	10.7	165	+ Every bit as good as the E92 M3 coupe - No carbon roof	★★★★★
BMW M3 CRT (E90)	179 F	11-12	8/4161	444/8300	324/3750	1580kg	265	4.4	-	-	180	+ Saloon chassis + weight savings + GT5 engine = best E90 M3 - Just 67 mpg	★★★★★
BMW M5 (F90)	242 F	17-20	8/4395	592/5600	553/1800	1855kg	324	3.4	-	-	155	+ Fun in two- or four-wheel drive - Insufficient steering correction and engine character	★★★★★
BMW M5 Competition (F90)	284 F	£102,325	8/4395	616/6000	553/1800	1895kg	330	3.3	-	-	155	+ Incredible performance, sharper handling - It's still a big old bus	★★★★★
BMW M5 (F10)	208 F	11-16	8/4395	552/6000	501/1500	1870kg	300	4.4	-	-	155	+ Twin-turbocharging suits M5 well - Can feel heavy at times	★★★★★
BMW M5 (E60)	129 F	04-10	10/4999	500/7750	384/6100	1755kg	289	4.7	-	-	155	+ Close to being the ultimate supersaloon - SMG gearbox feels old-tech	★★★★★
BMW M5 (E39)	268 F	98-03	8/4941	394/6600	369/3800	1795kg	223	5.3	4.9	11.5	155	+ Magnificent V8-engined supersaloon - We'd be nitpicking	★★★★★
BMW M5 (E28)	110 F	84-88	8/3795	335/6900	295/4750	1725kg	197	5.8	4.9	13.6	155	+ The Godfather of supersaloons - The family car come too	★★★★★
BMW M5 Gran Coupé	258 F	18-19	8/4395	552/6000	501/1500	1870kg	291	4.2	-	-	155	+ The original storming saloon - Unsettled looks	★★★★★
BMW M5 Gran Coupé	190 D	13-18	8/4395	552/6000	501/1500	1870kg	291	4.2	-	-	155	+ Enormous performance, stylish looks - Looks overpriced next to rivals, M5 included	★★★★★
BMW M760Li xDrive	233 D	£141,750	12/6592	602/5500	590/1550	2180kg	289	4.7	-	-	155	+ More capable than you'd think; strong engine - Too much of a limo to be genuinely exciting	★★★★★
BMW X5 M50d	191 F	£74,395	6/2993	376/4000	546/2000	2190kg	174	5.3	-	-	145	+ Straight-line pace - Driving experience identical to standard X5, despite the M badge	★★★★★
BMW X7 xDrive30d M Sport	262 D	£76,765	6/2993	316/4000	457/2000	2370kg	112	7.0	-	-	151	+ Spacious; quick enough - Its 'face' will make you kids cry	★★★★★
Honda Accord Type R	012 F	98-03	4/2157	209/2700	158/6700	1306kg	163	7.2	6.1	17.4	142	+ One of the finest front-drivers of all time - Convincing your friends of that	★★★★★
Jaguar XE D180 AWD	227 D	£36,755	4/1999	178/4000	317/1750	1685kg	107	8.4	-	-	132	+ Talented chassis gets more traction - Shame the engine isn't as polished	★★★★★
Jaguar XE P300 AWD	262 D	£41,005	4/1991	296/5500	295/1500	1690kg	178	5.7	-	-	155	+ Fluent handling; 4WD grip and engine - Auto box saps sportiness	★★★★★
Jaguar XE SV Project 8	269 F	£149,995	8/5000	592/6500	516/3500	1743kg	345	3.7	3.5	7.8	200	+ Beautifully controlled and amazingly agile - They're only making 15 in Touring spec	★★★★★
Jaguar XF Sportbrake R-Sport 300PS AWD	260 D	£40,090	4/1991	296/5500	295/1500	1763kg	171	6.0	-	-	155	+ Precise, involving dynamics, unexpected performance - It's only got four cylinders	★★★★★
Jaguar XF S Diesel 300PS RWD	219 D	£53,465	6/2993	296/4000	516/2000	1794kg	167	6.4	-	-	155	+ Great chassis, good looks, and it's got six cylinders - It's a diesel	★★★★★
Jaguar XFR	181 D	09-15	8/5000	503/6000	461/2500	1800kg	284	4.7	4.8	10.2	155	+ Brilliant blend of pace and refinement - Doesn't sound as special as it is	★★★★★
Jaguar XFR-S	208 F	13-15	8/5000	542/6500	501/2500	1800kg	306	4.6	-	-	186	+ XF turned up to 12 - Tyres aren't cheap	★★★★★
Jaguar XJR	191 D	14-17	8/5000	542/6500	502/2500	1875kg	294	4.6	-	-	174	+ Hot-rod vibe, fine cabin - Opinion-dividing looks	★★★★★
Jaguar XJ15	251 T	17-18	8/5000	567/6250	516/3500	1875kg	307	4.4	-	-	186	+ Big performance, genuine sporting spirit - Unfashionable package; depreciation	★★★★★
Jaguar E-Pace P300	243 D	£45,575	4/1998	296/5500	295/1200	1894kg	159	6.4	-	-	155	+ Decent grip and balance - Dreary engine; heavier than a V6 F-Pace	★★★★★
Jaguar F-Pace S	222 D	16-18	6/2995	375/6500	332/4500	1884kg	202	5.5	-	-	155	+ A match for Porsche's SUVs - Supercarped V6 needs to be worked hard	★★★★★

MAKE & MODEL	ISSUE NO.	PRICE (excl. vat in £1000s)	ENGINE CYL/CC	BHP/BPM	LB/FT/MPH	WGT	BHP/TON	0-62MPH SEC	0-100MPH SEC	MAX MPH	EVO RATING		
Jaguar F-Pace SVR	262 D	£75,375	8/5000	542/6000	501/2500	1995kg	276	4.3	-	176	• A great candidate for SVO's attentions - It's still an SUV	★★★★★	
Jaguar I-Pace HSE	251 D	£74,395	294kW	394	513	2208kg	181	4.8	-	124	• Impressive chassis and point-to-point pace - Range anxiety and hefty kerb weight	★★★★★	
Kia Stinger GT-Line 2.0	247 D	£8,200	4/1998	264/2000	260/1400	1642kg	151	5.8	-	149	• Out-Jaguars Jaguar's XE and XF - Except in the roads department	★★★★★	
Kia Stinger GT-Line 2.2 CRDI	251 T	£8,200	4/1998	197/3800	324/1750	1735kg	115	7.3	-	143	• Smoothly down drive 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)	273 F	£75,655	6/2996	394/5500	408/2000	2388kg	168	6.4	-	129	• A great off-road, off-if-roading is your thing	★★★★★	
Lamborghini Urus	249 F	£159,925	8/3996	641/6000	627/2250	2200kg	296	3.6	-	190	• A reckless manipulator of physics - But also rather one-dimensional	★★★★★	
Lenus SF	151 F	£7,172	4/1998	47/6600	372/5200	1774kg	247	5.2	10.7	173	• Shockingly good Lexus - The M3's available as a four-door too	★★★★★	
Lotus Carlton	258 F	£9,303	3/3615	377/2500	494/2000	1658kg	231	5.4	4.8	10.6	• The Millennium Falcon of saloon cars - Every drive is a work-out	★★★★★	
Maserati Ghibli	186 D	£50,795	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	184 D	£3,138	6/2979	404/5500	406/1750	1860kg	221	5.1	-	177	• Tempting alternative to V8 - Feel-free steering, ride lacks decorum	★★★★★	
Maserati Quattroporte GTS	226 D	£6,188	8/3798	523/6800	479/2250	1900kg	280	4.7	-	193	• Still pretty - Off the pace dynamically	★★★★★	
Maserati Quattroporte S	137 F	£8,182	8/4691	425/7000	364/1750	1990kg	216	5.4	12.1	174	• A QP with the bhp it deserves - Grille is a bit Hannibal Lecter	★★★★★	
Maserati Quattroporte Sport GTS	141 F	£8,182	8/4691	433/7000	364/1750	1990kg	221	5.1	-	177	• The most stylish of super saloons - Slightly wimpy brakes, unforgiving ride	★★★★★	
Maserati Levante Diesel	221 F	£6,200	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	217 F	£37,755	4/1991	302/3800	295/3000	1495kg	205	4.8	-	155	• Fun when you want it to, to secure when the heavens open - Others are even more fun	★★★★★	
Mercedes-AMG CLA45 S Coupé	273 D	£53,010	4/1991	415/6750	369/5000	1600kg	264	4.0	-	167	• Speed, ability and involvement - CLA35 offers a similar experience for less outlay	★★★★★	
Mercedes-AMG CLA45 S Shooting Brake	278 D	£52,000	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)	209 D	£5,200	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 Saloon (S205)	216 F	£5,200	8/3982	469/5500	479/1750	1770kg	279	4.2	-	155	• Much more fun than it looks - Gearbox dim-witted at low speeds	★★★★★	
Mercedes-AMG C63 S Saloon (W205)	258 T	£74,258	8/3982	503/5500	516/1750	1655kg	309	4.0	-	155	• Tremendous twin-turbo V8 power - Not quite as focused as an M Division car	★★★★★	
Mercedes-AMG C63 S Estate (S205)	282 F	£75,458	8/3982	503/5500	516/2000	1670kg	306	4.1	-	180	• One of the finest all-round compact performance cars - Baffling array of driver settings	★★★★★	
Mercedes-Benz C63 AMG (W204)	151 F	£8,148	8/6208	451/6800	442/5000	1655kg	277	4.5	4.4	9.7	• Monstrous pace and extremely engaging - Same-era M3 is just a little better...	★★★★★	
Mercedes-Benz C55 AMG (W203)	088 F	£4,048	8/5439	367/2500	376/4000	1635kg	228	5.2	-	155	• Furiously fast, commendably discreet - Overshadowed by M3 and RS4	★★★★★	
Mercedes-Benz E63 AMG (W121)	185 F	£8,122	4/2498	204/6750	177/5500	1300kg	59	7.5	-	146	• M-B's M100 alternative - Not as nimble as the Bimmer	★★★★★	
Mercedes-Benz E63 AMG (W121)	242 D	£8,122	8/3982	563/2500	553/2250	1875kg	305	3.5	-	155	• More rounded than the E63 S - Could be a little too discreet for some tastes	★★★★★	
Mercedes-AMG E63 S (W213)	286 F	£96,565	8/3982	604/7500	627/2500	1935kg	317	3.4	7.4	186	• Fast, refined, effective and fun - At nearly two tons, it's not all nimble	★★★★★	
Mercedes-AMG E63 S Estate (S213)	272 F	£101,565	8/3982	604/7500	627/2500	1995kg	308	3.5	-	180	• As above - It's even heavier than the saloon, and five metres long	★★★★★	
Mercedes-AMG GT63 4-Door Coupé	274 F	£9,200	8/3982	577/5500	590/2500	2025kg	290	3.4	-	193	• Does the same as the S for less - Takes up plenty of road	★★★★★	
Mercedes-AMG GT63 4-Door Coupé	269 F	£138,815	8/3982	630/5500	664/2500	2045kg	313	3.2	-	196	• Agile and immensely quick - Lacks the coupe GT's drama	★★★★★	
Mercedes-Benz E63 AMG (W121)	187 D	£7,136	8/5461	549/5500	531/1750	1770kg	315	4.2	-	155	• Power, response and accuracy in spades - A little lacking in originality	★★★★★	
Mercedes-Benz E63 AMG S (W121)	208 F	£7,136	8/5461	577/5500	590/1750	1795kg	327	4.1	-	155	• Effortless power, intuitive and approachable - Sluggish auto box	★★★★★	
Mercedes-Benz E63 AMG (W121)	165 F	£7,136	8/5461	518/5500	516/1750	1765kg	298	4.4	-	155	• Turbo engine didn't dilute the E63 experience - Sometimes struggles for traction...	★★★★★	
Mercedes-Benz E63 AMG (W121)	134 D	£9,119	8/6208	458/6800	465/5000	1765kg	298	4.5	-	155	• Indulgent chassis, brilliant engine - Steering still vague	★★★★★	
Mercedes-Benz E63 AMG (W121)	086 D	£6,608	8/6208	507/6800	465/5000	1765kg	292	4.5	-	155	• Brilliant engine, indulgent chassis - Vague steering, speed limits	★★★★★	
Mercedes-Benz E55 AMG (W121)	053 F	£3,138	8/5439	469/6800	516/2650	1760kg	271	4.7	4.8	10.2	• MS-humbling grunt, cosseting ride - Speed limits	★★★★★	
Mercedes-AMG S63	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 SLS53	247 D	£76,600	6/2999	451/6000	567/1800	1905kg	302	4.5	-	155	• Impressive chassis and hybrid powertrain - Four-wheel drive only, and heavy, too	★★★★★	
Mercedes-Benz SLS63 AMG S	199 D	£4,147	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	253 D	£85,495	8/3982	503/5500	516/1750	1945kg	263	3.8	-	174	• Unquestionable performance - Lacks adjustability and engagement	★★★★★	
Mercedes-AMG GLC63 S	218 D	£108,638	8/5461	577/5500	560/1750	2270kg	258	4.2	-	155	• Storking pace, extreme refinement - Feels remote	★★★★★	
Mercedes-AMG GLC63 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	£2,138	8/5461	537/5500	560/2000	2475kg	220	5.4	-	130	• Epic soundtrack - Ancient chassis	★★★★★	
Mitsubishi Evo X FQ-300 SST	181 F	£8,148	8/1998	290/6500	300/2500	1590kg	185	4.5	5.2	13.9	• First Evo with a twin-clutch transmission - Not as exciting as its predecessors	★★★★★	
Mitsubishi Evo X FQ-330 SST	134 F	£8,148	8/1998	324/6500	322/2500	1590kg	207	4.4	-	155	• Great engine and gearbox combo - It still lives in the shadow of the Evo IX	★★★★★	
Mitsubishi Evo X FQ-360	122 D	£9,148	8/1998	354/6500	363/3500	1560kg	231	4.0	-	155	• Ridiculously rapid Evo - A five-speed gearbox?	★★★★★	
Mitsubishi Evo X FQ-400	181 F	£9,148	8/1998	403/6500	387/3500	1560kg	262	3.8	-	155	• Most powerful factory Evo ever... about X grand too much when new	★★★★★	
Mitsubishi Evo IX FQ-400	088 F	£5,058	8/1997	345/6800	321/4600	1400kg	250	4.2	4.3	10.9	• Gives Porsche drivers nightmares - Points, Lots of	★★★★★	
Mitsubishi Evo IX MR FQ-360	181 F	£5,058	8/1997	366/6887	363/3200	1400kg	266	4.0	-	157	• Well-executed engine upgrades - Prison food	★★★★★	
Mitsubishi Evo VIII	055 F	£3,025	8/1997	276/6500	289/3500	1410kg	199	5.1	-	157	• The Evo grows up - Brakes need beefing up	★★★★★	
Mitsubishi Evo VIII MR FQ-300	057 F	£3,025	8/1997	305/6800	289/3500	1400kg	221	4.9	-	157	• Extra pace, extra attitude - Extra money	★★★★★	
Mitsubishi Evo VIII	031 F	£2,023	8/1997	276/6500	282/3500	1360kg	206	5.1	5.0	13.0	• Terrific all-rounder - You tell us	★★★★★	
Mitsubishi Evo VII Tommi Makinen Edition	271 F	£2,023	8/1997	276/6500	275/2750	1365kg	205	4.6	-	150	• Our favourite Evo - Subtle it's not	★★★★★	
Peugeot 508 SW PSE	278 D	£59,498	6/355	365	383	1875kg	292	5.2	-	155	• A hybrid worth considering - But only if someone else is paying	★★★★★	
Polestar 2	280 D	£46,900	300kW	402	487	2060kg	199	4.7	-	127	• A credible Tesla alternative - Avoid the super-hard-riding Performance upgrade	★★★★★	
Porsche Panamera GT	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 D	£115,100	8/3996	542/7550	568/1960	1995kg	276	3.6	3.4	8.3	10.9	• Searing pace, with body control that's a real step up - Still very heavy	★★★★★
Porsche Panamera Turbo Sport Turismo	239 D	£118,828	8/3996	542/7550	568/1960	2035kg	271	3.8	-	188	• Looks great; drives better than its weight would suggest - Not exactly a load-lugger	★★★★★	
Porsche Panamera Turbo S E-Hybrid Sport 1	272 D	£142,280	8/3996	671	627	2325kg	293	3.4	-	192	• Shows some Stuttgart magic in the corners - It weighs 2.3 tons!	★★★★★	
Porsche Panamera GT	208 F	£7,136	8/4806	434/6700	383/3500	1925kg	229	4.4	-	178	• Vivacious V8, entertaining balance - Can feel light on performance next to turbocharged rivals	★★★★★	
Porsche Panamera Turbo	137 F	£8,148	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	£11,138	8/4806	542/6000	590/2250	1995kg	276	3.8	-	178	• Pace, excellent ergonomics - Steering feel, ride	★★★★★	
Porsche Taycan (Performance Battery Plus)	283 D	£74,399	350kW	175	-	2130kg	170	5.4	-	143	• A hybrid worth considering - But only if someone else is paying	★★★★★	
Porsche Taycan Turbo S	267 D	£138,830	460kW	481	-	2295kg	332	2.8	-	161	• Straight-line comic - Inadequate EV infrastructure	★★★★★	
Porsche Macan	259 D	£47,600	8/3996	242/5000	273/1600	1795kg	137	6.7	-	139	• Lighter engine makes for sharper handling - The Golf R's	★★★★★	
Porsche Macan S	257 D	£49,420	6/2997	349/5400	354/1360	1865kg	190	5.3	-	157	• Greater an EV SUV - Every positive still needs to be sufficed with 'for an SUV'	★★★★★	
Porsche Macan GT	244 F	£6,188	6/2997	355/6000	369/1650	1895kg	190	5.2	-	159	• Handles like an SUV should - Still looks like an SUV	★★★★★	
Porsche Cayenne S (Mk3)	253 F	£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	542/7550	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	8/3996	542/7550	568/2000	2200kg	250	3.9	-	177	• As good to drive as the non-coupe Cayenne - Swooper offer adds thousands to the price	★★★★★	
Porsche Cayenne GT (Mk2, V6)	210 F	£5,137	6/3604	434/4000	442/1600	2100kg	209	5.2	-	163	• The driver's Cayenne... but why would a driver want an SUV?	★★★★★	
Porsche Cayenne GT (Mk2, V8)	173 D	£12,135	8/4806	444/6500	380/3500	2085kg	202	5.7	-	162	• Dynamically the best SUV of its era - At two tons, it's not all sports car	★★★★★	
Porsche Cayenne Turbo (Mk2)	212 D	£8,148	8/4806	513/6000	533/2250	2185kg	239	4.5	-	173	• Remarkable performance, handling, completeness - Vague steering, dated engine	★★★★★	
Porsche Cayenne Turbo S (Mk2)	184 D	£8,148	8/4806	562/6000	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 SV Autobiography Dynamic	264 D	£9,200	8/4999	542/6000	501/2500	2085kg	264	4.5	-	170	• Quick, luxurious - An F-Pace SVR is cheaper	★★★★★	
Range Rover Sport SVR	260 D	£101,850	8/5000	567/6000	516/3500	2302kg	250	4.5	-	176	• Loud and proud - More blunderbuss than Exocet	★★★★★	
Range Rover SV Autobiography 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	12/6149	563/5000	627/1600	2490kg	230	4.8	-	155	• Unrivaled luxury and refinement - Still better to be driven in than to drive	★★★★★	
Rolls-Royce Phantom	054 F	£3,138	12/6149	453/3350	531/2500	2560kg	180	5.7	-	149	• Rolls reinvented for the 21st century - The roads are barely big enough	★★★★★	
SEAT Leon Cupra R ST Abt	271 F	£9,200	8/1984	345/3300	324/2000	1482kg	237	4.7	-	163	• Raw nature and rock-solid pace - Not at the cutting edge of its class	★★★★★	
Siata Kodiak 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	£2,023	4/2437	345/6400	330/2800	1580kg	219	4.9	-	162	• That old Impreza magic		

MAKE & MODEL

Subaru Impreza 22B STi	282F	98-99	4/2212	276/6000	268/3200	1270kg	220	5.3	5.0	131	150
Tesla Model 3 Performance	263F	E56,490	330kW	444	471	1847kg	244	3.5	-	145	-
Tesla Model S Plaid	235F	17-19	444kW	595	713	2108kg	287	2.4	2.9	77	155
Vauxhall Insignia VXR SuperSport	189D	13-17	6/2792	321/5250	321/5250	1825kg	179	5.6	-	170	-
Vauxhall VX88 GTS	215D	15-17	8/6162	576/6150	546/3850	1834kg	319	4.2	-	155	-
Vauxhall VX88 GTS-R	272F	15-17	8/6162	587/6150	546/3850	1880kg	317	4.2	-	155	-

EVO RATING

• The ultimate Impreza - Prices reflect this	★★★★★
• Quicker round a track than an M3 - Lap times aren't everything	★★★★★
• Killer RWB performance - Elon Musk	★★★★★
• A 170mph Vauxhall - Should be a more engaging steer	★★★★★
• Monster engine - engaging driving experience - Woolf interior	★★★★★
• Blistering performance; bursting with character - The end of an era	★★★★★

ROADSTERS / CONVERTIBLES



OUR CHOICE

Lotus Elise Sport 240 Final Edition. As the game-changing entry-level Lotus prepares to bow out after a quarter of a century, this special edition combines 237bhp with the usual low kerb weight and sublime handling to create yet another brilliantly accurate and enthusiastic Elise. We'll miss them.



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** beats the 911 Cabriolet for character, while the **Caterham Seven** remains an exemplar of sports car purity whatever the model.

Albarth 124 Spider	226F	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	223F	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	161F	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	273F	13-19	4/3996	320/6500	301/3000	595kg	544	2.8	-	162	-	• Sensory overload - Turbo engine lacks the old supercharged one's frantic soundtrack	★★★★★
Ariel Atom 3.245	248F	18-18	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	180D	13-18	4/1998	310/8400	169/7200	550kg	573	2.7	-	155	-	• As mad as ever - Rain	★★★★★
Ariel Atom 3.5R	255F	14-18	4/1998	350/8400	243/6100	550kg	647	2.6	-	155	-	• Remarkable balance, poise and pace - Pricey	★★★★★
Ariel Nomad	248F	E33.000	4/2354	235/7200	214/4300	670kg*	365	3.4	-	134	-	• Off-road capabilities make for a super plaything - No Bluetooth	★★★★★
Ariel Nomad R	278F	17-19	4/1998	335/7200	243/4300	670kg*	448	2.9	-	134	-	• Intriguing and effective mash-up of track car and off-roader - They're only making five	★★★★★
Aston Martin Vantage Roadster	279D	E126.950	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)	130F	09-16	8/4735	420/7000	364/5750	1710kg	250	4.8	-	180	-	• Sportiest, coolest drop-top Aston in years - Feels dated compared to contemporaries	★★★★★
Aston Martin V8 Vantage S Roadster	161F	11-17	8/4735	430/7300	361/5000	1690kg	258	4.8	-	189	-	• Sounds amazing, looks even better - Still not the best drop-top in its class	★★★★★
Aston Martin V12 Vantage S Roadster	175F	12-14	12/5935	510/6500	420/5750	1760kg	294	4.5	-	190	-	• As good as the coupe, with amplified V12 rumble - Just a smidgen shakier	★★★★★
Aston Martin V12 Vantage S Roadster	212F	14-17	12/5935	565/6750	457/5750	1745kg	329	4.1	-	201	-	• A brilliant two-seat roadster... - Let down by a frustratingly automated manual gearbox	★★★★★
Aston Martin DB11 Volante	258T	E159.900	8/3982	503/6000	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)	259D	E37.005	4/1984	242/5000	273/1600	1455kg	169	5.5	-	155	-	• Competent and stylish - Chunky weight dulls the performance	★★★★★
Audi TT Roadster (Mk3)	207D	E46.360	4/1984	302/5400	295/2000	1059kg	205	4.8	-	155	-	• Highly capable - Most will want more than 'capable'	★★★★★
Audi TT RS Roadster (Mk3)	250T	E55.655	5/2480	394/5500	354/1700	1530kg	262	3.9	-	155	-	• Terrific engine... - Is the best thing about it	★★★★★
BAC Mono	189F	E165.125	4/2261	305/7700	206/6000	580kg*	534	2.8	-	170	-	• The most single-minded track car available - That means no passengers...	★★★★★
Bentley Mulliner Bacalar	286F	E15m	12/5950	650/5500	664/1500	2384kg	277	<3.8	-	200+	-	• A luxury cruiser that's a bit of a rebel roadster - They're only making 12, at £1.5m each	★★★★★
BMW 245i Drive20i	261D	E36.990	4/1988	194/4500	236/1450	1405kg	140	6.6	-	149	-	• Keen engine, communicative chassis - Could handle more power	★★★★★
BMW Z4 M40i	256D	E49.050	6/1998	360/6000	369/1600	1535kg	222	4.6	-	155	-	• Inherent agility and ability - Undemanding and unengaging	★★★★★
BMW Z4 M Roadster	091F	06-09	6/3246	338/7900	269/4900	1410kg	244	5.0	-	155	-	• Exhilarating and characterful; that engine - Stiff suspension	★★★★★
BMW M Roadster	002F	98-02	6/3246	325/7400	258/4900	1375kg	240	5.1	-	155	-	• M3 motor; hunky looks - M Coupé drives better	★★★★★
BMW i8 Roadster	258F	E124.735	3/1999	369/5800	420/3700	1595kg	235	4.6	-	155	-	• Unique and engaging - Still more GT than sports car	★★★★★
BMW Z8	026F	00-03	8/4941	400/6600	369/3800	1585kg	256	4.7	4.8	111	155	• MS-powered super-sportster - MS's more fun to drive	★★★★★
Caterham Seven 270	219F	E29.885	4/1598	135/6800	123/4000	540kg*	254	5.0	-	122	-	• Feisty engine, sweetly balanced, manic and exciting - The temptation of more power	★★★★★
Caterham Super Seven 1600	273D	E33.495	4/1598	155/6800	122/4000	565kg*	243	5.0	-	122	-	• As engaging as other Sevens, but more accessible - Vantage looks come at a price	★★★★★
Caterham Seven 310	273F	E31.385	4/1598	152/7000	124/5600	540kg*	286	4.8	-	127	-	• Intense and exciting - Sticky tyres limit the amount of throttle adjustability	★★★★★
Caterham Seven 360	209F	E33.385	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	223F	E36.385	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	220D	E48.890	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	255F	E53.885	4/1999	310/7700	219/7350	572kg*	551	2.8	-	155	-	• Banzaio on track, yet still relevant on the road - £50k for a Seven?	★★★★★
Caterham Seven 160	237D	17-17	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	249F	13-18	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 Roadster 125	105F	07-14	4/1598	125/6100	120/5350	539kg*	235	5.9	-	112	-	• Great debut for Ford-engineered model - Bigger drivers need SVI model	★★★★★
Caterham Seven SuperSprint	165F	11-14	4/1598	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 SuperSprint R	180D	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	150F	09-12	4/1999	175/7000	139/6000	515kg*	345	4.5	-	140	-	• Possibly all the Caterham you need - They're not cheap	★★★★★
Caterham Seven CSR 260	094F	06-17	4/2261	256/7500	200/6200	565kg*	460	3.1	3.8	155	-	• Brilliant for high days, holidays and trackdays - Wet Wednesdays	★★★★★
Caterham Seven Superlight R500	123F	08-14	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	200F	99-06	4/1796	320/8600	255/7200	460kg*	510	3.4	3.6	8.8	146	• The K-series Seven at its very best - No cup holders	★★★★★
Dallara Stradale	267F	E162.000	4/2300	394/6200	369/3000	855kg*	468	3.3	-	174	-	• Starting on road performance - Can leave you feeling detached on track	★★★★★
Elemental R1 (2.3)	255F	E139.800	4/2261	320	354	620kg*	557	2.6	-	165	-	• Sensational, explosive, captivating, enjoyable - Price will test your level of commitment	★★★★★
Ferrari Portofino	247F	E166.180	8/3655	592/7500	560/3000	1664kg	366	3.5	-	199+	-	• Better than the California - Not better than a DB11 Volante	★★★★★
Honda S2000	243F	99-19	4/1997	237/6300	163/2500	1260kg	191	6.2	-	150	-	• An alternative and rev-happy roadster - A Bosters's better	★★★★★
Jaguar F-Type Convertible P450	271D	E75.470	8/4000	444/6000	428/7500	1650kg	272	4.5	-	177	-	• Strong and flexible supercharged V8 - Steering and chassis feel mismatched	★★★★★
Jaguar F-Type Project 7	212F	15	8/3000	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	183D	E95.880	4/1984	281/6400	310/3200	875kg	326	4.1	-	144	-	• Extraordinary ability, now in a more road-friendly package	★★★★★
KTM X-Bow R	165F	E87.480	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)	183F	15-15	4/1598	134/6800	118/4400	482kg	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)	244F	17-20	4/1798	207/6800	184/4600	904kg	244	4.6	-	145	-	• Perfect power-to-weight ratio - A bit short on creature comforts	★★★★★
Lotus Elise Sprint 220 (S3)	254F	18-19	4/1798	207/6800	184/4600	878kg	251	4.5	-	145	-	• Makes the most of its lightweight - Heavyweight price	★★★★★
Lotus Elise Sport 240 Final Edition (S3)	285F	E45.500	4/1798	237/7200	181/3000	922kg	261	4.1	-	147	-	• The Elise's swansong - There will be another Lotus like it	★★★★★
Lotus Elise Cup 250 (S3)	279F	E49.595	4/1798	245/7200	184/3500	932kg	267	3.9	-	154	-	• As effective, enjoyable and essential as ever - Priorities grip over adjustability	★★★★★
Lotus Elise Cup 260 (S3)	243F	18-19	4/1798	250/7200	195/5500	902kg*	282	4.2	-	151	-	• Quietest Elise yet - Just 30 were built	★★★★★
Lotus Elise Sport 135 (S2)	140D	03	4/1796	135/6200	129/4850	724kg	189	5.4	-	129	-	• One of our fave S2 Elises - Brakes need more bite and pedal feel	★★★★★
Lotus Elise (S2)	104F	06-10	4/1796	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)	131F	08-11	4/1796	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)	235F	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	220F	17-17	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	248F	17-19	6/3456	430/7000	325/4500	920kg*	475	3.2	-	180	-	• A fitting send-off for a brilliant Lotus - Just 20 were made	★★★★★
Lotus 2-Eleven	126F	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	123F	07-11	4/1796	252/8000	179/7000	745kg	344	4.0	-	150	-	• Impressive on road and track - Not hardcore enough for some	★★★★★
Lotus 340R	126F	07	4/1796	190/7800	146/5000	701kg	275	4.5	4.5	12.5	126	• Hardcore road-racer... - That looks like a dune buggy from Mars	★★★★★
Maserati GranCabrio MC	185D	E112.400	8/4691	593/7000	383/4750	1973kg	234	4.9	-	179	-	• Most powerful GranCabrio yet - The GranCabrio is starting to show its age	★★★★★
Mazda MX-5 iS (Mk4)	230F	E23.795	4/1496	129/7000	111/4800	975kg	134	8.3	-	127	-	• Lightest MX-5 since the Mk1 - Lacks intensity	★★★★★
Mazda MX-5 2.0 (Mk4, 184PS)	268F	E28.395	4/1798	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)	256F	E30.295	4/1998	181/7000	151/4000	1073kg	171	6.8	-	137	-	• As above, but with a retracting hard-top - Which adds weight	★★★★★

MAKE & MODEL

MAKE & MODEL	ISSUE NO.	PRICE £ (inc. vat)	ENGINE Cyl./cc	BHP/PSH	LB/FT/PMH	WEIGHT	BHP/TON	0-62MPH secs	0-100MPH secs	MAX MPH
Mazda MX-5.2.0 (Mk4)	228 F	75-18	4/1998	158/6000	147/4600	1000kg	161	7.3	-	133
Mazda MX-5.2.0 Sport Tech (Mk3.5)	212 F	09-15	4/1999	158/7000	139/5000	1098kg	146	7.6	-	138
Mazda MX-5.1.8i (Mk2)	091 F	05-09	4/1798	124/6500	123/4500	1080kg	108	9.3	-	122
Mazda MX-5.1.6i (Mk1)	017 F	98-05	4/1839	146/7000	124/5000	1065kg	140	8.5	-	123
Mercedes-AMG SL C63	208 F	89-97	4/1597	165/6000	100/5500	971kg	120	8.8	-	114
Mercedes-AMG SL C63	222 D	14/6000	6/2996	362/5500	383/2000	1520kg	242	4.7	-	155
Mercedes-AMG GT Roadster	239 F	13/1640	8/5461	577/5500	664/2250	1770kg	331	4.1	-	155
Mercedes-AMG GT C Roadster	235 D	13/1640	8/3982	469/6000	465/1700	1555kg	299	4.0	-	188
Mercedes-AMG GT R Roadster	210 D	14/6000	8/3982	549/5500	501/2900	1660kg	336	3.7	-	196
Morgan 3 Wheeler	198 F	01/70	8/3982	577/6250	516/2100	1635kg	359	3.6	-	197
Morgan Plus Four	279 F	06/2995	4/1998	255/5500	258/1000	1013kg*	256	5.2	-	149
Morgan Plus Six	269 F	07/2995	6/2998	335/6500	369	1075kg*	317	4.2	-	166
Morgan Plus 8 50th Anniversary Edition	253 D	18-19	8/4799	367/6300	370/3600	1100kg*	339	4.5	-	155
Morgan Aero 8	105 F	01-10	8/4799	362/6300	369/3400	1180kg*	312	4.5	-	170
Morgan Aero GT	255 F	18-19	8/4799	367/6300	370/3400	1180kg*	316	4.5	-	170
Porsche 718 Boxster	224 D	14/635	4/1988	296/6500	280/1950	1335kg	225	5.1	-	170
Porsche 718 Boxster S	222 F	15/649	4/2497	345/6500	310/1900	1355kg	259	4.8	4.4	9.8
Porsche 718 Boxster GTS	249 F	18-19	4/2497	360/6500	310/1900	1375kg	266	4.6	-	180
Porsche 718 Boxster GTS 4.0	286 D	14-16	6/3995	394/7000	310/5000	1405kg	285	4.5	-	182
Porsche 718 Spyder	272 F	17/635	4/1998	441/7600	310/5000	1420kg	296	4.4	-	187
Porsche Boxster (981)	238 F	12-16	6/2706	261/6700	260/4500	1310kg	202	5.8	-	164
Porsche Boxster S (981)	186 F	12-16	6/3436	311/6700	265/4500	1320kg	239	5.1	-	173
Porsche Boxster GTS (981)	203 D	14-16	6/3436	325/6700	273/4500	1345kg	246	5.0	-	174
Porsche Boxster Spyder (981)	223 F	15-16	6/3800	370/7000	310/4750	1315kg	286	4.5	-	180
Porsche Boxster S (987)	161 F	05-12	6/3436	306/6400	266/5500	1355kg	229	5.3	-	170
Porsche Boxster Spyder (987)	277 F	10-12	6/3436	316/7200	273/4750	1275kg	252	4.9	-	166
Porsche Boxster S (986)	070 F	98-04	6/1979	256/6300	229/4600	1320kg	200	5.7	-	164
Porsche 911 Carrera AS Cabriolet (992)	262 D	19/10975	6/2981	444/6500	391/2300	1600kg	282	4.4	-	188
Porsche 911 Targa 4S (992)	270 F	10/10975	6/2981	444/6500	391/2300	1640kg	275	4.4	-	189
Radical Rapture	274 F	01/608	4/2261	360/6000	360/3500	765kg*	478	3.0	-	165
Renault Sport Spider	231 F	96-99	4/1998	148/6000	136/4500	930kg	157	6.5	-	131
Rolls-Royce Dawn	222 D	15/608	12/6592	563/5250	575/1500	2560kg	223	4.9	-	155
Toyota MR2 (Mk3)	258 F	00-06	4/1794	138/6400	125/4400	975kg	141	8.0	7.2	212
TVR Tamora	070 F	01-07	6/3605	350/7200	290/5500	1060kg	335	4.2	-	175
TVR Chimaera 5.0	258 F	93-95	8/4997	320/5500	320/3750	1060kg	307	4.4	-	167
TVR Griffith 4.3	066 F	92-93	8/4280	280/5500	305/4000	1040kg	274	4.4	4.8	112
TVR Griffith 500	009 F	93-01	8/4997	320/5500	320/4000	1060kg	307	4.1	-	167
Vauxhall VX220	023 F	00-04	4/2198	145/5800	150/4000	875kg	168	5.9	-	136
Vauxhall VX220 Turbo	066 F	03-05	4/1998	197/5500	184/3950	930kg	215	4.9	-	151
Vauxhall Os	220 F	05/995	4/2000	285/5600	310/2000	725kg	405	3.7	-	152

EVO RATING

- Brilliant basic recipe - The desire for stiffer suspension and more power ★★★★★
- Handles brilliantly again; folding hard-top also available - Less-than-macho image ★★★★★
- Gearchange, interior - Lost some of the charm of old MX-5; dubious handling ★★★★★
- Affordable ragtops don't get much better - Cheap cabin ★★★★★
- The original and still (pretty much) the best - Less-than-macho ★★★★★
- Twin-Turbo V6 well-suited to baby roadster - But also highlights the chassis' age ★★★★★
- Effortless performance - Needs more involvement to go with the pace ★★★★★
- An AMG GT with added fresh air - Ride and handling go slightly to pieces on UK roads ★★★★★
- As above but with more show - Road noise can get wearing on long journeys ★★★★★
- Spectacular engine, engaging dynamics - Structural compromise of Roadster body ★★★★★
- Quirky, characterful, brilliant - Can become a two-wheeler if you push too hard ★★★★★
- Compelling blend of old and new - Busy, almost old-fashioned ride on bumpy roads ★★★★★
- Rapid, exciting, and a bit of a hoologan - Interior could feel more special ★★★★★
- V8 performance and sound, driver involvement - Getting flies in your teeth ★★★★★
- Glorious sound, view over bonnet, dynamics - Awkward-looking rear ★★★★★
- The ultimate Aero - The last with the naturally aspirated BMW V8 ★★★★★
- Chassis as good as ever - Four-cylinder's tunefulness would be hard to live with ★★★★★
- Still sensationally capable - Turbo four-cylinder engine lacks appeal of the old flat-six ★★★★★
- The best four-pot Boxster spec - Doesn't come cheap ★★★★★
- It's got the Cayman GT4 six-cylinder, minus 200rpm - Gearshift not as crisp as the GT4's ★★★★★
- Essentially a drop-top Cayman GT4 - Including its long gearing ★★★★★
- Goes and looks better than the 987 Boxster - Shame about the electric steering ★★★★★
- Boxster steps out of 911's shadow - But gets 911's less appealing electric steering ★★★★★
- Super dynamics, fantastic engine, great looks - Sport suspension is very firm ★★★★★
- An even faster, even more rewarding Boxster - Feedback trails the Cayman GT4's ★★★★★
- Second-gen Boxster's as brilliant as ever - It's a typically Porsche redesign ★★★★★
- Lighter, more driver-centric Boxster - Collapsed-brakey roof not the most practical ★★★★★
- Added power over the non-S Boxster is seductive - Very little ★★★★★
- Performance, handling, usability - It's no lightweight; body not as stiff as the coupe's ★★★★★
- Distinctive, driving experience is barely touched - You can't get a rear-drive Targa ★★★★★
- Unfiltered and utterly addictive - It's more at home on the track than the road ★★★★★
- Sporty; unassisted steering - Heavier than you'd hope; disappointing engine ★★★★★
- Effortless driving experience - Driver involvement not a priority ★★★★★
- Tight lines, taut dynamics - Minimal luggage space ★★★★★
- Well-sorted soft-top TVR - Awkward styling ★★★★★
- Gorgeous noise, farm-ripping grunt - Details ★★★★★
- The car that made TVR, cut status - Mere details ★★★★★
- Gruff diamond - A few rough edges ★★★★★
- Absurdly good Vauxhall - The badge? ★★★★★
- Nothing comes close for the money - Marginal everyday usability ★★★★★
- Impressive pace and quality - You can get a mere 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 Evija** 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 8C Competizione	120 F	07-09	8/4691	450/7000	354/4750	1585kg	288	4.2	-	181	• Looks, exclusivity, noise, balance - Cost more now than they did now	★★★★★	
Alpine A110	285 F	14/8140	4/1798	249/6000	236/2000	1103kg	229	4.5	4.6	10.8	155	• Fast, fun and genuinely different - If only it had a manual gearbox	★★★★★
Alpine A110S	268 D	14/8140	4/1798	288/6400	236/2000	1144kg	263	4.4	-	161	• 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 contemporary 911 Carrera - Rare then, rarer now	★★★★★	
Aston Martin Vantage	280 F	12/4400	8/3982	503/6000	505/2000	1530kg*	334	3.6	4.5	91	195	• Performance that's a huge leap forward - Chassis struggles when really pushed	★★★★★
Aston Martin Vantage AMR	268 F	14/4995	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	170	175	• Gorgeous, awesome soundtrack - Can't quite match a 911 dynamically	★★★★★
Aston Martin V8 Vantage (4.7)	169 D	08-16	8/4375	420/7300	346/5750	1630kg	262	4.8	-	180	• Still feels special - But also a little dated	★★★★★	
Aston Martin V8 Vantage S	168 F	91-97	8/4735	430/7300	361/5000	1610kg	271	4.8	-	190	• Keener engine, V12 Vantage looks - Slightly sluggish to 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	285 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	348	3.5	-	185	• The GT13-style Vantage we waited so long for - Only 100 made	★★★★★	
Aston Martin DB11 V8	253 F	13/4400	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	516/5500	1800kg	339	3.9	4.0	81	200	• A great GT - Suffers in outright handling terms as a result	★★★★★
Aston Martin DB11 AMR	269 F	17/4995	10/5204	630/6500	516/5500	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	05-17	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	437/5500	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 - Pairs - Pricey; can bite the unwary	★★★★★	
Audi TT (Mk3)	241 D	14/4610	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)	269 F	15/5305	5/2480	394/5850	354/1750	1450kg	276	3.7	3.5	8.7	155	• Soundtrack; tremendous point-to-point pace - A bit one-dimensional in the long run	★★★★★
Audi TT (Mk2)	193 F	08-14	4/1984	268/6000	258/2500	1395kg	195	5.4	-	155	• A usefully quicker TT, with a great drivetrain - Still steers like a computer game	★★★★★	
Audi TT RS (Mk2)	158 F	09-14	5/2480	335/5400	332/1600	1450kg	235	4.7	4.4	11.1	155	• Sublime five-cylinder turbo engine - Rest of package can't quite match it	★★★★★
Audi TT RS Plus (Mk2)	185 D	12-14	5/2480	355/5500	343/1650	1450kg	249	4.3	-	174	• Stonkingly fast cross-country - Shockingly expensive for a TT	★★★★★	
Audi S5	252 F	17-19	6/2995	349/5400	369/1370	1615kg	220	4.7	-	155	• Chassis rewards commitment... - But doesn't offer a challenge. Plain engine, too	★★★★★	
Audi RS5	240 F	16/5885	6/2894	444/5700	442/1900	1655kg	279	3.9	3.6	9.0	155	• Lighter, quicker; makes green paint look good - Lacks the character of the old V8	★★★★★
Audi RS5	206 F	10-16	8/4163	444/8250	397/4000	1715kg	263	4.5	4.3	15.5	155	• Brilliant engine and improved chassis - Lack of suspension travel; inconsistent steering	★★★★★
Audi R8 V8	284 F	07-15	8/4163	634/7000	371/4500	1560kg	276	4.6	4.1	9.9	188	• A true 911 alternative - The V8 engine got dropped too soon	★★★★★
Bentley Continental GT V8	280 F	15/5180	8/3993	542/6000	568/2000	2165kg	254	4.0	-	198	• Pace, quality, polish - Some rivals offer greater outright dynamic prowess	★★★★★	
Bentley Continental GT	255 F	15/51700	12/5950	626/5000	664/1350	2244kg	283	3.7	-	207	• Astonishing agility for such a big, heavy car - We need to try it	★★★★★	
Bentley Continental GT Speed	286 F	12/18000	12/5950	650/5000	664/1500	2273kg	290	3.6	-	208	• Shows unexpected finesse for such a big 'un - Thrust that we try it on the road	★★★★★	
Bentley Continental GT V8	178 F	08-17	8/3993	500/6000	487/1700	2220kg	229	4.8	-	188	• A proper driver's Bentley with decent economy - Makes the W12 seem pointless	★★★★★	
Bentley Continental GT V8 S	204 F	13-17	8/3993	521/6000	502/1700	2220kg	238	4.5	-	192	• An even better driver's Bentley - Vast weight makes its presence felt in harder driving	★★★★★	



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



100%
COLOUR MATCH
GUARANTEE

SPECIALIST SOLUTIONS FOR VEHICLE BODY REPAIRS

Professional grade paint from The Touch Up Paint Factory. Colour Coat aerosols with a Pro Jet Spray nozzle. Plus, 'All in One' combined colour and clear coat touch up paint and paint pens – NEW to the UK!

Mixed to order from registration number. 100% colour match guaranteed from 250,000+ colours available. Fast UK delivery.

10% DISCOUNT OFFER CODE: EVO10%

www.touchuppaintfactory.com

**TOUCH UP PAINT
FACTORY**



NO MORE CAR DRYING - EVER!

Filter out all dissolved minerals for NO water spots

- ★ Oppm pure filtered water leaves no ugly watermarks even when your car is left to dry in bright sunlight
- ★ 7 litre filter produces 400 litres, 14 litre filter produces 1100 litres of pure water
- ★ Eliminate drying swirls, save time for driving
- ★ Refillable & reusable filter saves money long term
- ★ Standard 7 litre filter will typically last a year

The best car cleaning product I have bought in my life. Wish I'd bought one years ago
J. Longden, Huddersfield

Can't recommend this product enough!
J Weaver, Bristol

★★★★ AutoExpress & EVO reviews

See our full range of Concoours-winning car care products online

RACEGLAZE 

Race Glaze Ltd | +44(0)1780 654065 | www.raceglaze.co.uk

MAKE & MODEL	ISSUE NO.	PRICE (in US \$ thousands)	DATE ON SALE	0-60 SEC	HP CVT	BHP/MPG	LF FT/MPG	WEIGHT	BHP/TON	0-60/MPH (SLAMMED)	0-60/MPH (ECONOMY)	0-100/MPH	MAX MPH	EVO RATING	
Bentley Continental GT	152 D	03-17	12/5998	567/6000	516/1700	224/3k	257	4.5	-	-	-	-	198	*Near 200mph in utter comfort - Weight, W12's thirst	★★★★★
Bentley Continental Supersports	234 D	17-12	12/5998	700/6000	550/2050	220/3k	323	3.5	-	-	-	-	209	*Massive performance, surprisingly agile - Styling and soundtrack far from discreet	★★★★★
Bentley Continental GT3-R	203 D	14-17	8/3993	572/6000	518/1700	220/3k	274	3.8	-	-	-	-	170	*The best-handling Continental of its generation - Expensive; it still weighs 2120kg	★★★★★
BMW 1-series M Coupé	277 F	11-12	6/2979	335/9500	369/1500	149/3k	228	4.9	-	-	-	-	155	*Character, turbo pace and great looks - Came and went too quick	★★★★★
BMW 120i	279 D	13-15	6/3565	369/1500	332/1300	145/3k	223	4.9	-	-	-	-	155	*Adjustable steering, 18" alloy wheels - A little more than a 120i	★★★★★
BMW M235i Coupé	274 F	16-17	6/2979	331/9500	332/1300	145/3k	224	5.0	12.7	15.7	-	-	155	*Powertrain, chassis, looks, size - Limited-slip diff not an option, no standard	★★★★★
BMW M2	243 F	16-18	6/2979	365/6500	369/1450	149/3k	248	4.5	10.8	15.5	-	-	155	*More progressive chassis balance than the M - Feels unsettled on rough tarmac	★★★★★
BMW M230i Competition	265 F	6/4805	6/2979	404/2520	406/2350	155/6k	265	4.4	-	-	-	-	155	*A more capable and involving M2 - More expensive and heavier, too	★★★★★
BMW M2 CS	285 F	5/7355	6/2979	444/2520	406/2350	155/6k	291	4.2	-	-	-	-	155	*evo Car of the Year 2020 - Such quality comes at a price	★★★★★
BMW M440i xDrive	282 D	5/4645	6/2998	369/5500	369/1900	174/3k	215	4.5	-	-	-	-	155	*Punchy drivetrain with a chassis to match - That grille	★★★★★
BMW M4 Competition (G82)	284 F	5/7605	6/2979	503/6250	479/2750	172/3k	296	3.9	-	-	-	-	155	*Accomplished and fun - Weight gain and auto gearbox look questionable	★★★★★
BMW M4 (F82)	218 F	14-19	6/2979	425/5500	406/1850	157/3k	275	4.3	-	-	-	-	155	*Fierociously fast - A handful on less-than-perfect or less-than-bone-dry roads	★★★★★
BMW M4 Competition (F82)	262 F	16-20	6/2979	444/7000	406/1850	157/3k	287	4.3	9.2	15.5	-	-	155	*The car the M4s always should have been - Shame everyone's specs DCT	★★★★★
BMW M4 CS (F82)	254 F	17-19	6/4250	454/6250	442/4000	158/3k	292	3.9	8.9	17.4	-	-	174	*A further honed M4 - It ain't cheap	★★★★★
BMW M5 (F10)	267 F	10-13	6/2979	424/6400	424/6400	150/3k	323	3.7	8.0	15.5	-	-	190	*Fast improvement on lesser M5s - Soil is should be given its price	★★★★★
BMW M5 (F90)	266 F	17-13	8/3999	444/8300	295/3900	153/3k	266	4.8	4.3	10.3	15.5	-	190	*Fends off all of its rivals... - except the earlier 1-series M Coupé	★★★★★
BMW M5 GT5 (E92)	267 F	10-11	8/4361	444/8300	324/3750	153/3k	295	4.4	-	-	-	-	190	*One of the most focused M-cars ever - Good luck trying to find one	★★★★★
BMW M5 (F46)	266 F	00-07	6/3246	338/7900	269/5000	149/3k	230	5.2	51	12.3	15.5	-	155	*One of the best BMWs ever. Runner-up in evoCity 2001 - Slightly artificial steering feel	★★★★★
BMW M5 CS (E46)	219 F	05-07	6/3246	338/7900	269/5000	149/3k	230	5.2	-	-	-	-	155	*CSL dynamics without CSL price - Looks like the standard car	★★★★★
BMW M5 CSL (E46)	279 F	03-04	6/3246	359/7900	273/4900	163/3k	260	4.9	5.3	12.0	15.5	-	155	*Still superb - Changes from the automated single-clutch box are... a bit... sluggish	★★★★★
BMW M5 Evolution (E36)	148 F	96-98	6/3201	317/7400	258/2320	151/3k	215	5.5	5.4	12.8	15.8	-	158	*Performance, image - Never quite as good as the E30	★★★★★
BMW M5 (E30)	219 F	89-90	4/2302	210/6750	170/4600	165/3k	185	6.7	17.8	14.7	-	-	158	*A real driver's car - Prices have got out of hand	★★★★★
BMW Z4 Coupé	099 F	06-09	6/3246	338/7900	269/4900	149/3k	242	5.0	-	-	-	-	155	*The best M4 car - You've got to be prepared to get stuck in	★★★★★
BMW Z4 sDrive	263 F	09-13	6/3246	338/7900	269/4900	149/3k	242	5.0	-	-	-	-	155	*Quick and fun - A little more than a Z4	★★★★★
BMW M440i xDrive	260 D	5/6720	6/2993	316/4400	501/1750	183/3k	195	4.9	-	-	-	-	155	*Refinement, old-school GT credentials - Too big to enjoy its performance often	★★★★★
BMW M850i xDrive	256 F	09/525	8/4355	523/5500	553/1500	180/3k	281	3.7	-	-	-	-	155	*An impressive multi-role GT - But not a great entertainer	★★★★★
BMW M8 Competition	272 D	1/23245	8/4395	616/6000	553/1800	188/3k	332	3.2	-	-	-	-	155	*A fast and fine grand tourer - Lacks that true M-car fizz	★★★★★
BMW M6 (F13)	218 F	12-18	8/4395	552/6600	501/1500	185/3k	303	4.2	-	-	-	-	155	*Mighty ability, pace, technology - You'll want the Competition Package upgrade, too	★★★★★
BMW M6 (E63)	216 F	05-10	10/4999	500/7750	384/6100	163/3k	311	4.2	4.8	10.0	15.5	-	155	*Awesome GT, awesome sports car - SMG gearbox goes off the pace	★★★★★
BMW i8	210 F	1/21375	3/499	369/5800	420/3700	133/3k	244	4.4	-	-	-	-	155	*Brilliantly executed concept; sci-fi looks - Safe dynamic set-up	★★★★★
Chevrolet Camaro Z/28	220 F	14-18	8/7608	505/6100	481/4800	173/3k	296	4.2	-	-	-	-	175	*Scalpel-sharp engine, great chassis (really) - Feels very stiff on UK roads	★★★★★
Chevrolet Corvette Stingray (C7)	197 F	13-19	8/7602	460/6600	455/4600	146/3k	312	4.2	4.4	9.4	18.0	-	188	*Performance, chassis balance, supple ride - Body control could be better	★★★★★
Chevrolet Corvette Z06 (C7)	227 F	15-19	8/7602	505/6000	480/2800	159/3k	334	3.7	-	-	-	-	196	*Mind-boggling raw speed; surprisingly sophisticated - Feels like when really pushed	★★★★★
Chevrolet Corvette Stingray Z51 (C8)	217 F	5/46995	8/7602	495/6450	470/3750	153/3k	329	3.2	-	-	-	-	194	*Stunning piece of engineering for the first mid-engine Vette - There's untapped potential	★★★★★
Ford Mustang 2.3 EcoBoost	222 D	16-21	4/2261	287/5650	332/3000	163/3k	176	6.4	-	-	-	-	145	*Nirvana in cost as good as the V8 - Missing ten per cent is what makes the Mustang	★★★★★
Ford Mustang 5.0 V8 GT	266 F	5/41430	8/4951	444/7000	393/4600	173/3k	259	4.9	-	-	-	-	155	*2018M1 version gets improved dynamics - Still some way off Europe's finest	★★★★★
Ford Mustang Bullitt	255 D	5/46830	8/5038	453/7000	390/4600	177/3k	259	4.9	-	-	-	-	163	*Proper V8 sound and performance - Still feels big and heavy near the limit	★★★★★
Ford Mustang Shelby GT500	271 D	5/72900	8/5163	760/7300	625/5000	219/3k	403	3.3	-	-	-	-	180	*A 760bhp Sting with a chassis to (almost) match its engine - Only on sale in the States	★★★★★
Honda Integra Type R (DC2)	259 F	96-00	4/7197	187/8000	131/7300	101/3k	173	6.7	6.2	17.9	14.5	-	145	*Arguably the greatest front-drive car ever - Too raw for some	★★★★★
Jaguar F-Type P300	210 D	5/54400	4/1991	296/5500	295/1500	152/3k	198	5.7	-	-	-	-	155	*Genuinely exploitable performance - Turbocharged four-cylinder lacks top-end verve	★★★★★
Jaguar F-Type P450	699/990	8/5000	4/4440	444/6000	428/2500	160/3k	272	4.6	-	-	-	-	177	*Strong and flexibly supercharged V8 - Steering and chassis feel mismatched	★★★★★
Jaguar F-Type (RWD)	218 F	14-17	8/7617	296/5500	295/1500	150/3k	198	5.7	-	-	-	-	155	*eCity runner-up in 2014 - eCampy and not too heavy	★★★★★
Jaguar F-Type (P55 AWD)	217 D	6/7280	8/5000	561/6500	516/3500	153/3k	331	3.5	-	-	-	-	180	*More composed than the V8 with S/Pover - Eye-watering price	★★★★★
Jaguar F-Type SVR	224 D	16-18	8/5000	567/6500	516/3500	150/3k	338	3.7	-	-	-	-	200	*A marginally better beast than the AWD R - Not enough to justify the extra outlay	★★★★★
Jaguar XJR-S	169 F	71-74	8/5000	542/6000	502/2500	175/3k	314	4.4	-	-	-	-	186	*Faster and wilder than regular XJR - The Type R	★★★★★
Jannarely Design-1	218 F	1985/89	6/3498	321	274	95/3k	343	3.9	-	-	-	-	133	*Genuinely good sports car that stands out from the crowd - May be too quirky for some	★★★★★
Lexus RC F	226 F	5/61310	8/4969	470/6400	391/4800	176/3k	271	4.3	-	-	-	-	186	*Great looks, noise, sense of occasion - Too heavy to be truly exciting	★★★★★
Lexus LC 500h	240 F	5/76595	6/3456	354	258	105/3k	181	5.0	-	-	-	-	168	*Excellent comfort and refinement; fine chassis - Hybrid system hurts the fun factor	★★★★★
Lexus LC 500	231 D	5/76595	8/4969	470/7000	398/4800	193/3k	247	4.7	-	-	-	-	168	*Glorious engine, rewarding chassis for a GT car - Numb steering, messy ergonomics	★★★★★
Lister Thunder	247 D	1/339950	8/5000	666/6000	720/5940	165/3k	410	3.2	-	-	-	-	208	*Deceptively fast, reworked chassis - Type - Never feels as ferocious as the figures suggest	★★★★★
Lotus Evija S (V8)	209 F	12-15	6/3456	355/7000	295/4500	178	298	3.8	-	-	-	-	170	*Breath-taking road-racer; our joint vote for the Year 2017 - Gears/hitl not the sweetest	★★★★★
Lotus Evija Sport 350	231 F	5/62375	6/3456	345/7000	295/4500	178	312	3.8	-	-	-	-	170	*Further honed Evija, with vastly improved gearshift - Still not easy to get into and out of	★★★★★
Lotus Evija Sport 380	232 F	16-18	6/3456	357/6700	302/5000	110/3k	343	3.7	-	-	-	-	178	*Intense, absorbing and brilliantly capable - Perhaps not an everyday car	★★★★★
Lotus Evija Sport 380	240 D	17-17	6/3456	357/6700	302/5000	105/3k	345	3.6	-	-	-	-	178	*An absolute riot; feels worth the £83k (new) price tag - Limited build numbers	★★★★★
Lotus Evija Sport 410	283 F	5/79900	6/3456	410/7000	301/5000	110/3k	375	3.4	-	-	-	-	180	*A first-rate swansong for the V6 Evija - Some may balk at the price	★★★★★
Lotus Evija Sport 430	253 F	5/103375	6/3456	430/7000	325/2600	109/3k	410	3.3	-	-	-	-	180	*The ultimate Evija - Isn't cheap	★★★★★
Lotus Evija S (S2)	253 F	06-11	4/7796	218/7800	158/5500	93/3k	238	4.3	-	-	-	-	148	*Lightweight with a hefty punch - Uninspiring soundtrack	★★★★★
Lotus Evija (S1)	200 F	00-01	4/7796	192/7800	146/5000	78/3k	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	138/3k	203	5.1	5.6	13.6	16.2	-	162	*Sublime ride and handling, eye-catching - At the top of the Evora S	★★★★★
Lotus Evora S	168 F	10-15	6/3456	345/7000	295/4500	143/3k	245	4.8	-	-	-	-	172	*A faster and better Evora - But one which sparks with the Porsche 911	★★★★★
Lotus Evora S 400	216 F	15-18	6/3456	345/7000	295/4500	139/3k	291	4.2	-	-	-	-	170	*Evora excelled the Evora S - Water-fuelled torque cult, thirsty	★★★★★
Lotus Evora GT 410	230 F	17-17	6/3456	410/7000	301/5000	123/3k	314	4.2	-	-	-	-	190	*Even lighter and sharper Evora - Engine and gearbox behind the best in this class	★★★★★
Lotus Evora GT410	278 F	5/85575	6/3456	410/7000	295/3500	136/3k	306	4.2	-	-	-	-	186	*Fully immersive driving experience - V6 has its limitations	★★★★★
Lotus Evora GT410 Sport	261 F	18/88575	6/3456	410/7000	295/3500	136/3k	306	4.2	-	-	-	-	186	*As above, without the creature comforts - Too pared back for most tastes	★★★★★
Lotus Evora GT430	246 F	18	6/3456	430/7000	325/4500	129/3k	336	3.8	-	-	-	-	186	*Genuine race-car feel on the road - It wasn't cheap, and just 60 were made	★★★★★
Maserati GranTurismo Sport	188 F	5/93145	8/4691	454/7000	383/4750	189/3k	245	4.8	-	-	-	-	186	*A real sense of occasion to drive; wonderful engine - Rather long in the tooth	★★★★★
Maserati GranTurismo MC	239 D	1/109740	8/4691	454/7000	383/4750	187/3k	246	4.7	-	-	-	-	187	*As above but with knobs on - Those knobs don't make it feel any younger	★★★★★
Maserati GranTurismo	114 F	07-17	8/4624	399/7700	339/4750	188/3k	216	5.2	5.5	12.7	17.7	-	187	*Striking, accomplished GT - Doesn't spike the pulse like an Aston or a Ferrari	★★★★★
Maserati GranTurismo MC Stradale	193 F	17-17	8/4691	454/7000	383/4750	189/3k	256	4.5	-	-	-	-	188	*Brilliant blend of road racer and GT - Gearbox lacks a little tugging used to	★★★★★
Mercedes-AMG GT	218 F	09-19	5/10188	430/7000	302/3500	142/3k	291	4.2	6.5	16.4	15.5	-	186	*Near mad as a road racer - Water-fuelled torque cult, thirsty	★★★★★
Mercedes-AMG C43 Coupé	251 F	5/50010	6/2996	385/4000	383/2500	175/3k	234	4.7	-	-	-	-	155	*Fast and instilled with a real sense of quality - Not enough emphasis on fun	★★★★★
Mercedes-AMG C63 Coupé (W205)	262 F	5/78078	8/3982	503/3500	516/2000	174/3k	293	4.9	-	-	-	-	180	*Mouth-watering mechanical package - Light steering; hefty kerb weight	★★★★★
Mercedes-Benz C63 AMG Coupé (W204)	162 F	71-74	8/6208	451/6800	442/5000	165/3k	277	4.5	4.4	10.3	15.5	-	186	*Proper two-door M3 rival - C63 saloon looks better to most	★★★★★
Mercedes-Benz C63 AMG Black Series (W204)	171 F	12-13	8/6208	500/6800	442/5200	163/3k	317	4.2	-	-	-	-	186	*The C63 turned up to 11 - Too noisy; not as fiery as Black Series cars of old	★★★★★
Mercedes-Benz CLK63 AMG Black Series	277 F	07-09	8/6208	500/6800	447/5200	176/3k	289	4.2	-	-	-	-	186	*AMG gets Porsche-tuning - Dull-witted gearshift spoils the party	★★★★★
Mercedes-AMG S63 Coupé	251 D	1/215755	8/3982	610/4500	664/2750	199/3k	308	4.2	-	-	-	-	155	*Near-silent progress meets full-blown roar - Don't go thinking it's a GT3 R	★★★★★
Mercedes-AMG S65 Coupé	209 D	1/188550	12/5980	621/4000	737/3200	210/3k	299	4.1	-	-	-	-	186	*Almighty power, fabulous luxury - Nearly 560k more than the S63	★★★★★



'The absolute definition of a sports car' - EVO



'Quick, polished and capable' - EVO



sales@techtrak.co.uk

Call or WhatsApp
07946 256 704



**Experience the pure exhilaration of
true motorsports**

Bespoke arrive and drive experiences in
race-tuned pedigree competition cars.
Catering for all levels of skill, we make it easy
for you to get on track and reduce your lap
times.

- Full day at a circuit of your choice
- Individuals and private groups
- Corporate bookings
- Professional ARDS instruction
- Simulator and telemetry
- HD onboard video
- All race kit and safety equipment provided
- Great entry point into motorsport

www.techtrak.co.uk



Visit our website: www.qmpgaragesolutions.co.uk
Give our team a call: **01384 899 800**

UK MANUFACTURED
Since 1959

MAKE & MODEL	ISSUE NO.	PRICE in £ thousands	ENGINE Cyl/CC	BHP/KW	LB FT/HPM	WGT	BHP/TON	0-62MPH secs	0-100MPH secs	0-150MPH secs	MAX MPH	EVO RATING
Nissan Skyline GT-R (R33)	196 F	97-99	6/2558	276/6800	2774/400	1540kg	182	4.9	5.4	14.3	155	★★★★★
Peugeot RCZ R	209 F	14-15	4/1598	266/6000	243/3900	1280kg	211	4.2	-	-	155	★★★★★
Polestar 1	269 D	£139,000	4/1969	592/6000	737	2350kg	256	5.9	-	-	155	★★★★★
Porsche 718 Cayman	229 D	£44,074	4/1988	296/6500	280/2150	1335kg	225	5.1	-	-	170	★★★★★
Porsche 718 Cayman T	220 F	£51,145	4/1988	296/6500	280/2150	1350kg	223	5.1	-	-	170	★★★★★
Porsche 718 Cayman S	249 F	£53,030	4/2497	345/6500	310/2200	1355kg	259	4.6	3.9	9.3	177	★★★★★
Porsche 718 Cayman GT4	260 F	77-19	4/2497	360/6500	310/2200	1375kg	266	4.6	-	-	180	★★★★★
Porsche 718 Cayman GT4 S	283 F	£64,480	6/3995	394/7000	310/5000	1405kg	285	4.5	-	-	182	★★★★★
Porsche 718 Cayman GT4	277 F	£75,780	6/3995	414/7600	310/5000	1420kg	296	4.4	-	-	188	★★★★★
Porsche Cayman S (981)	202 F	13-16	6/3436	327/7400	273/4500	1320kg	247	5.0	4.5	10.5	175	★★★★★
Porsche Cayman GT5 (981)	219 F	14-16	6/3436	325/7400	280/4750	1345kg	253	4.9	-	-	177	★★★★★
Porsche Cayman GT4 (981)	265 F	15-16	6/3800	380/7400	310/4750	1340kg	288	4.4	-	-	183	★★★★★
Porsche Cayman S (987)	231 F	06-13	6/3436	316/7200	273/4750	1350kg	237	5.2	-	-	172	★★★★★
Porsche Cayman R (987)	158 F	11-13	6/3436	325/7400	273/4750	1295kg	255	5.0	-	-	175	★★★★★
Porsche 911 Carrera (992)	718 F	£82,795	6/2981	380/6500	332/1950	1505kg	257	4.2	-	-	182	★★★★★
Porsche 911 Carrera S (992)	285 F	£94,350	6/2981	444/6500	391/7100	1480kg	305	4.2	-	-	191	★★★★★
Porsche 911 Carrera S (992)	285 F	£99,925	6/2981	444/6500	391/7100	1530kg	295	4.2	-	-	190	★★★★★
Porsche 911 Carrera (991.2)	218 F	16-18	6/2981	365/6500	332/1700	1430kg	259	4.6	-	-	183	★★★★★
Porsche 911 Carrera T (991.2)	264 F	17-18	6/2981	365/6500	332/1700	1425kg	260	4.5	-	-	182	★★★★★
Porsche 911 Carrera S (991.2)	217 F	16-18	6/2981	414/6500	369/7100	1440kg	292	4.3	-	-	191	★★★★★
Porsche 911 Carrera GT5 (991.2)	238 F	17-19	6/2981	444/6500	402/2150	1450kg	311	4.1	-	-	193	★★★★★
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	★★★★★
Porsche 911 Carrera S (991.2)	211 F	08-11	6/3800	380/6500	310/4400	1425kg	271	4.7	-	-	188	★★★★★
Porsche 911 Carrera S (991.1)	249 F	04-08	6/3824	350/6600	295/4600	1420kg	246	4.6	-	-	182	★★★★★
Porsche 911 Carrera (996, 3.4)	249 F	98-01	6/3387	300/6800	258/4600	1320kg	231	5.2	-	-	174	★★★★★
Rolls-Royce Wraith	205 D	£240,768	12/6592	624/5600	590/1500	2360kg	260	4.6	-	-	155	★★★★★
Suabru BRZ	248 F	12-20	4/1998	197/7000	151/6400	1230kg	163	7.6	-	-	140	★★★★★
Toyota GT86	286 F	12-20	4/1998	197/7000	151/6400	1240kg	161	7.6	6.9	16.5	140	★★★★★
Toyota GR Supra 2.0	283 D	£45,995	4/1998	254/5000	295/1550	1395kg	185	5.2	-	-	155	★★★★★
Toyota GR Supra	269 F	£54,340	6/2998	335/5000	369/1800	1455kg	228	4.3	-	-	155	★★★★★
Toyota MR2 (Mk1)	237 F	84-89	4/1587	122/6600	105/5000	977kg	127	8.2	-	-	124	★★★★★
TVR Sagaris	265 F	05-07	6/3996	400/7000	349/5000	1078kg	383	3.7	-	-	185	★★★★★
TVR Tuscan S (Mk2)	076 F	05-07	6/3996	400/7000	355/250	1100kg	369	4.0	-	-	185	★★★★★
TVR Cerbera Super Six	004 F	98-04	6/3996	350/6800	330/5000	1130kg	315	4.4	5.0	11.4	160+	★★★★★

SUPERCARS / HYPERCARS

OUR CHOICE

McLaren 765LT. Runner-up of the Evo Car of the Year 2020, where it finished ahead of the Lamborghini Huracán Evo RWD and Ferrari 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-engine V8 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.



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	12/5925	995/7000	465/5500	1739kg	348	3.5	3.9	8.3	201	★★★★★
Aston Martin Vanquish S (Mk1)	110 F	05-07	12/5925	520/7000	425/5800	1875kg	282	4.8	4.9	10.1	200	★★★★★
Aston Martin One-77	179 F	10-12	12/7312	500/6600	553/7600	1740kg	438	3.7	-	-	220+	★★★★★
Audi R8 V10 RWD	273 F	10/11/25	10/5204	533/7900	398/6400	1595kg	340	3.4	-	-	199	★★★★★
Audi R8 V10	261 F	11/13/10	10/5204	562/8100	415/6300	1660kg	344	3.4	-	-	201	★★★★★
Audi R8 V10 Performance	256 D	11/4/13/0	10/5204	615/8250	428/6500	1595kg	389	3.1	-	-	205	★★★★★
Audi R8 V10 RWS (Mk2)	254 F	17-19	10/5204	533/7900	398/6500	1590kg	341	3.7	-	-	199	★★★★★
Audi R8 V10 (Mk2)	234 F	15-19	10/5204	533/7900	398/6500	1640kg	330	3.5	-	-	198	★★★★★
Audi R8 V10 Plus (Mk2)	250 F	15-19	10/5204	602/8250	413/6500	1580kg	387	3.2	2.9	6.3	205	★★★★★
Audi R8 V10 (Mk1)	254 F	09-15	10/5204	518/8000	391/6500	1620kg	325	4.1	3.9	8.4	194	★★★★★
Audi R8 V10 Plus (Mk1)	190 F	13-15	10/5204	542/8000	398/6500	1570kg	351	3.8	-	-	198	★★★★★
Bugatti Chiron	244 F	£52.5M	16/1993	1479/6700	1180/2000	1995kg	753	2.5	-	-	261	★★★★★
Bugatti Veyron 16.4	134 F	05-11	16/1993	987/6000	922/2200	1888kg	531	2.5	2.8	5.8	253	★★★★★
Bugatti Veyron 16.4 Super Sport	151 F	10-11	16/1993	1183/6000	1106/3000	1838kg	654	2.5	-	-	258	★★★★★
Bugatti EB110	078 F	91-95	12/3500	552/8000	415/3750	1618kg	347	3.6	-	-	213	★★★★★
Ferrari Roma	218 F	£170,984	8/3855	611/5750	560/3000	1570kg	395	3.4	-	-	199+	★★★★★
Ferrari F8 Tributo	281 F	£203,476	10/6190	568/7250	1435kg	503	2.9	-	-	-	211	★★★★★
Ferrari F8 Spider	276 D	£225,897	8/3902	710/6800	568/3250	1400kg*	515	2.9	-	-	211	★★★★★
Ferrari 488 GTB	228 F	15-19	8/3902	660/6500	561/3000	1475kg	455	3.0	-	-	205+	★★★★★
Ferrari 488 Pista	262 F	18-20	8/3902	710/6800	568/3000	1385kg	521	2.9	-	-	211+	★★★★★
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	343/3250	1449kg	339	4.0	-	-	196+	★★★★★
Ferrari 430 Scuderia	274 F	07-10	8/4308	503/8500	347/3250	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	235 F	94-99	8/3496	374/8250	268/6000	1350kg*	281	4.7	-	-	183	★★★★★
Ferrari 348 GT Competizione	274 F	93	8/4044	416/7200	229/5000	1810kg*	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	£330,000	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	799/8500	520/6250	1520kg	514	2.9	-	-	211+	★★★★★
Ferrari 599 GTB Fiorano	275 F	06-12	12/5999	617/6600	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+	★★★★★
Ferrari 575M Fiorano Handling Pack	200 F	02-06	12/5748	508/7250	434/3250	1688kg	297	3.7	4.2	9.6	205	★★★★★
Ferrari 550 Maranello	210 F	02-06	12/5748	478/7250	420/6000	1690kg	287	4.4	-	-	199	★★★★★
Ferrari GTCS Lusso T	246 D	17-19	8/3855	602/7500	560/3000	1855kg	338	3.5	-	-	191	★★★★★
Ferrari GTCS Lusso	264 F	16-20	12/6262	680/8000	514/5750	1920kg	360	3.4	-	-	208	★★★★★
Ferrari FF	194 F	11-15	12/6262	651/8000	504/6000	1880kg	347	3.7	-	-	208	★★★★★
Ferrari 612 Scaglietti	090 F	04-11	12/5748	533/7250	434/3250	1875kg	289	4.0	4.3	9.8	199	★★★★★



buyacar

with confidence.
with leather seats.
with delivery to your door.
with our expert advice.
with a little extra oomph.
with the finance sorted.

The easiest way to buy a used car online

-  Delivery directly to your door
-  14-day money back guarantee
-  30-day warranty always included
-  Certified cars from UK dealers
-  Part exchange with free collection

£150 off any used car on BuyaCar
Exclusively for evo readers

To find out more visit
[buyacar.co.uk/readeroffer](https://www.buyacar.co.uk/readeroffer)

We're part of the Autovia family.

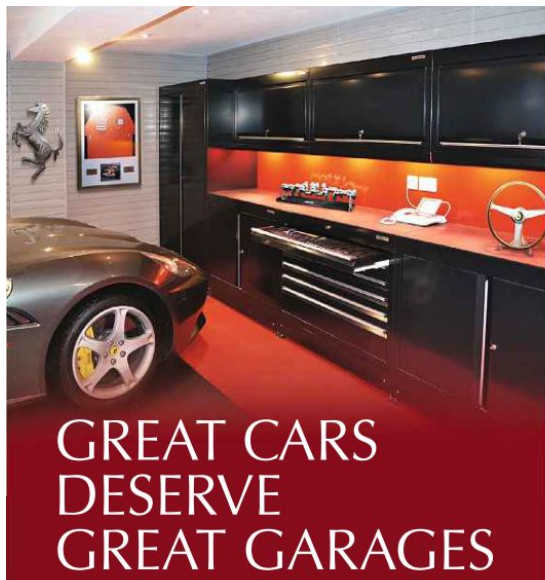


carbuyer evo

Terms and conditions apply. This offer is valid until the 31st of December 2021. To see the full statement visit <https://www.buyacar.co.uk/readeroffer>

Buyacar Ltd t/a Buyacar is a credit broker and not a lender. Registered at 31-32 Alfred Place, London, WC1E 7DP (GB09151058) (FRN:667368) Buyacar is authorised and regulated by the Financial Conduct Authority.

MAKE & MODEL	ISSUE NO.	PRICE (£1000s on road)	ENGINE Cyls/HP	DRIVE Cyls/HP	LB FT/HPM	WEIGHT	BHP/TON	0-62MPH secs	0-100MPH secs	0-100MPH miles	MAX MPH	EVO RATING
Ferrari SF90 Stradale	277F	£376,048	8/3990	966/7500	1570kg*	638	2.5	-	211	-	-	★★★★★ • Hugely impressive series-production hypercar - Hybrid turbo V8 no match for a V12
Ferrari L'Erari	273F	13*-15	12/6262	950/9000	654/6750	1574kg	613	3.0	-	217*	-	★★★★★ • Perhaps the greatest Ferrari ever - Brakes lack a touch of precision on track
Ferrari Enzo	205F	02-04	12/5999	651/7800	485/5500	1365kg	485	3.7	3.5	6.7	217*	★★★★★ • Intoxicating, exploitable - Cabin detailing falls short of a Zonda or F1's
Ferrari F50	275F	95-97	12/4699	513/8500	347/6500	1230kg*	424	3.9	-	202	-	★★★★★ • A better driver's Ferrari than the 288 F40 or Enzo - Not better looking, though
Ferrari F40	275F	87-92	8/2036	471/7000	426/4000	1000kg*	437	4.1	-	201	-	★★★★★ • Brutally fast - It's in the dictionary under 'turbo'
Ford GT	253F	\$450,000	6/3491	647/6250	550/5900	1385kg*	475	2.8	-	216	-	★★★★★ • Everything it does on track - Too many of the things it does on the road
Ford GT	204F	04-06	8/3491	550/6500	500/3750	1583kg	353	3.9	-	205	-	★★★★★ • evo Car of the Year 2005 - Don't scalp yourself getting in
Honda NSX (NA2)	270F	\$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-R (NA2)	188F	97-05	6/3799	276/7300	224/5300	1470kg	196	5.7	-	168	-	★★★★★ • The original useable supercar - 276bhp sounds a bit weedy today
Honda NSX-R (NA2)	100F	02-03	6/3799	276/7300	224/5300	1270kg	271	4.4	-	168	-	★★★★★ • evo Car of the Year 2002 - Hard to find in the UK
Jaguar XJ220	157F	92-94	6/3498	542/7200	475/4500	1470kg	375	3.7	-	213	-	★★★★★ • Britain's greatest supercar... until McLaren built the F1
Koenigsegg One:1	202F	c2.0	6/5065	1341/7500	1011/6000	1360kg	1002	2.9	-	273	-	★★★★★ • One of the most powerful cars we've tested - It's sold out. We couldn't afford one anyway
Koenigsegg Agera R	180F	11-14	8/5032	124/7700	885/2700	1435kg	796	2.8	-	273	-	★★★★★ • As fast and exciting as your body can handle - It's Veyron money
Koenigsegg CCR Edition	118F	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	281F	£164,400	10/5204	602/8000	413/6500	1389kg*	440	3.3	-	202	-	★★★★★ • The most complete Huracán yet - Prescriptive driver modes still frustrate
Lamborghini Huracán Evo	264F	£198,307	10/5204	631/8000	442/6500	1423kg*	451	2.9	-	202*	-	★★★★★ • Performante engine, track chassis - Badly needs an Ego mode for road driving
Lamborghini Huracán Evo Spyder	269F	£218,137	10/5204	631/8000	442/6500	1542kg*	455	3.1	-	202	-	★★★★★ • Drop-top driving enhances that epic V10 - Being mistaken for a King's Road poser
Lamborghini Huracán RWD	229F	86-19	10/5204	572/8000	397/6500	1359kg*	385	3.4	-	199	-	★★★★★ • More seductive than the 4WD Huracán - Feels like there's more to come
Lamborghini Huracán	209F	14-19	10/5204	602/8250	413/6500	1423kg*	430	3.2	-	201	-	★★★★★ • Defies the numbers: incredible point-to-point pace - Takes work to find its sweet-spot
Lamborghini Huracán Performante	242F	17-19	10/5204	631/8000	442/6500	1382kg*	454	2.9	-	201*	-	★★★★★ • The realisation of the Huracán's ever elusive potential - Kitchen-worktop carbonfibre
Lamborghini Huracán Performante Spyder	253D	18-19	10/5204	631/8000	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	138F	09-10	10/5204	542/8000	398/6500	1380kg*	399	3.9	-	199	-	★★★★★ • Mad, rear-wheel-drive Lambo - Limited numbers
Lamborghini Gallardo LP560-4	180D	08-13	10/5204	552/8000	398/6500	1410kg*	398	3.7	-	202	-	★★★★★ • Still a missile from A to B - Feels a little dated next to some rivals
Lamborghini Gallardo LP570-4 Superleggera	152F	10-13	10/5204	562/8000	398/6500	1340kg*	426	3.4	3.5	202	-	★★★★★ • Less weight and more power than original Superleggera - LP560-4 runs it very close
Lamborghini Gallardo	094F	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	194F	11-17	12/6498	800/8250	509/5500	1575kg*	445	2.9	-	217	-	★★★★★ • Most important new Lambo since the Countach - Can feel a little clumsy
Lamborghini Aventador S	246F	£271,146	12/6498	730/8400	559/5500	1575kg*	471	2.9	-	217	-	★★★★★ • A more agile, more connected Aventador - Synthetic steering
Lamborghini Aventador S Roadster	251F	£301,754	12/6498	730/8400	559/5500	1625kg*	456	3.0	-	217	-	★★★★★ • As dynamic as the coupe - Fiddly and (very) expensive rol
Lamborghini Aventador SV	216F	15-17	12/6498	740/8400	509/5500	1525kg*	492	2.8	-	217*	-	★★★★★ • More exciting than the standard Aventador - S/P gearbox inconsistent
Lamborghini Aventador SVJ	282F	£626,000	12/6498	759/8500	531/6750	1525kg*	506	2.8	-	218	-	★★★★★ • A significant step on from the SV - Have we mentioned the gearbox?
Lamborghini Aventador SVJ Roadster	284F	£387,987	12/6498	759/8500	531/6750	1575kg*	490	2.9	-	217*	-	★★★★★ • Increased exposure to that V12 - Next time it'll have electric assistance
Lamborghini Sián FKP 37	268D	£312,000	12/6498	808/8500	531/6750	1600kg*	513	-2.8	-	217*	-	★★★★★ • Our kind of hybrid - Ferociously expensive
Lamborghini Murciélago LP640	275F	06-11	12/6498	631/8000	487/6000	1665kg*	385	3.8	-	211	-	★★★★★ • Compelling old-school supercar - You'd better be on your toes
Lamborghini Murciélago LP670-4 SV	200F	09-11	12/6498	661/8000	487/6000	1665kg*	429	3.3	3.2	7.3	212	★★★★★ • A supercar in its truest, wildest sense - Be prepared for stares
Lamborghini Murciélago	089D	01-06	12/692	572/7500	479/5400	1650kg*	351	4.0	-	206	-	★★★★★ • Gorgeous, capable and incredibly friendly - V12 feels stressed
Lamborghini Diablo VT 6.0	275F	00-02	12/5992	543/7100	457/5500	1625kg*	343	3.9	-	208	-	★★★★★ • Best-built, best-looking Diablo of all - People's perceptions
Lexus LFA/LFA Nürburgring	200F	10-12	10/4065	552/8700	354/6800	1460kg*	379	3.7	-	202	-	★★★★★ • Absurd and compelling supercar - Badge and price don't quite match
Lotus Exotic Sport 350	171F	99-01	8/2036	549/6500	295/2500	1299kg	274	4.3	-	175	-	★★★★★ • Lotus's proudest V8-powered supercar - Weight of that V8 makes it more intimidating
McLaren 540C	250F	£127,890	8/3799	533/7500	398/5500	1311kg*	413	3.5	3.2	6.4	199	★★★★★ • An excellent junior supercar - The 570S is still better to drive
McLaren 570GT	229F	£149,000	8/3799	562/7500	443/5000	1452kg	393	3.2	-	204	-	★★★★★ • A truly fun and engaging sports car - McLaren doesn't call it a supercar!
McLaren 570GT	261F	£154,000	8/3799	562/7500	443/5000	1498kg	381	3.4	-	204	-	★★★★★ • Blurs the line between grand tourer and supercar brilliantly - 570S is more involving
McLaren 600LT	257F	£185,500	8/3799	592/7500	457/5500	1356kg	444	2.9	-	204	-	★★★★★ • evo Car of the Year 2018 - There's no glovebox
McLaren 600LT Spider	273F	£201,500	8/3799	592/7500	457/5500	1404kg	428	2.9	-	201	-	★★★★★ • All the brilliance of the coupe - And all the acoustic sophistication
McLaren 620R	268F	£250,000	8/3799	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	271F	£163,000	8/3994	612/7500	465/5500	1530kg	406	3.2	-	203	-	★★★★★ • Fierce performance, refinement - Don't expect a 720S to emerge on a great road
McLaren 720S	282F	£220,600	8/3994	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	285F	£237,000	8/3994	710/7250	568/5500	1468kg	491	2.9	-	212	-	★★★★★ • Every bit as ballistic as the coupe - But a fraction less precise
McLaren 765LT	281F	£280,000	8/3994	754/7500	590/5500	1339kg	572	2.8	-	205	-	★★★★★ • Intense, extreme, insane - How much do you value your driving licence?
McLaren 650S	146F	14-17	8/3799	641/7500	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	248F	15-17	8/3799	666/7000	516/5500	1328kg	510	2.9	-	205	-	★★★★★ • Runner-up at eCoty 2015; asks questions of the F1 - Aventador price tag
McLaren 12C	264F	11-14	8/3799	616/7500	442/3000	1434kg	435	3.3	-	207	-	★★★★★ • Staggering performance, refinement - Engine noise can be grating
McLaren Senna	252F	£75,000	8/3999	789/7250	590/5500	1198kg*	669	2.8	-	211	-	★★★★★ • Astounding performance, stellar presence - Only 500 being made
McLaren P1	276F	13-15	8/3799	903/7500	664/4000	1490kg	616	2.8	-	217	-	★★★★★ • Freakish breadth of ability - At its mind-bending best on track
McLaren P1	228F	94-98	12/6064	627/7500	479/4000	1138kg	560	3.2	-	240	-	★★★★★ • Still the most single-minded supercar ever - The air con was a bit weak
Mercedes-AMG GT R	261F	£144,595	8/3982	571/6250	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	269F	£188,345	8/3982	571/6250	516/2100	1561kg	376	3.6	-	198	-	★★★★★ • A GT R fine-tuned for the track - A 911 GT3 RS has the edge
Mercedes-AMG GT Black Series	283F	£335,000	8/3982	720/6700	590/2000	1520kg	480	3.2	-	202	-	★★★★★ • Terrifyingly fast and capable - Still a bit of a roadster
Mercedes-AMG SL S AMG	264F	10-15	8/4038	633/6800	479/2500	1620kg	335	3.9	4.1	8.4	197	★★★★★ • Great engine and chassis (gulling doors too!) - Slightly tardy gearbox
Mercedes-Benz SL S AMG Black Series	204F	13-15	8/4038	622/7400	468/5500	1550kg*	408	3.6	-	196	-	★★★★★ • Stunning engine, superb body control - Be careful on less-than-smooth roads...
Mercedes-Benz SLR McLaren	286F	03-07	8/5430	617/6500	575/3250	1693kg	370	3.8	-	208	-	★★★★★ • Zonda-pace, 575-style drivability - Dreadful brake feel
Noble M600	118F	£220,000	8/4340	650/6800	604/3800	1198kg*	551	3.5	3.8	7.7	225	★★★★★ • Spiritual successor to the Ferrari F40 - It's a bit pricey
Pagani Huayra	185F	£115	£12,990	720/5800	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	096F	02-05	12/791	555/5900	553/4050	1280kg*	441	3.7	-	220	-	★★★★★ • evo Car of the Year 2001 (earlier 7.0 form) - Values have gone up a fair bit since then
Pagani Zonda F	186F	05-06	12/721	602/6150	471/5000	1230kg*	497	3.6	-	214*	-	★★★★★ • Everything an Italian supercar ought to be - Looks a bit blingy next to a Carrera GT
Porsche 911 GT3 (992)	286D	£127,820	6/3996	503/8400	347/6000	1418kg	360	3.9	-	199	-	★★★★★ • Brilliant on track; powertrain as glorious as ever - Maybe a little too track-focused?
Porsche 911 GT3 (991.2)	256F	17-19	6/3996	493/8250	339/6000	1433kg	355	3.9	-	198	-	★★★★★ • Almost impossible to criticise - Wasn't the easiest car to place an order for
Porsche 911 Speedster (991.2)	263F	19	6/3996	513/8400	347/6250	1463kg	349	4.0	-	192	-	★★★★★ • Essentially a topless GT3 - Only 184 were made
Porsche 911 GT3 RS (991.2)	278F	18-20	6/3996	513/8250	347/6000	1430kg	364	3.2	-	193	-	★★★★★ • Even better than the 991.1S - Demand exceeded supply
Porsche 911 GT2 RS (991.2)	257F	18-19	6/3800	690/7000	553/2500	1470kg	477	2.8	-	211	-	★★★★★ • A proper, angry turbocharged Porsche - 'Limited availability'
Porsche 911 GT3 (991)	206F	13-16	6/3996	468/8250	324/6250	1430kg	333	3.5	-	196	-	★★★★★ • evo Car of the Year 2013 - PDK only
Porsche 911 GT3 RS (991.1)	223F	15-16	6/3996	493/8250	339/6250	1420kg	353	3.3	3.0	7.1	193	★★★★★ • Sensationally good to drive - The Cayman GT4 is even better
Porsche 911R (991.1)	229F	16	6/3996	493/8250	339/6250	1370kg	366	3.8	-	200	-	★★★★★ • evo Car of the Year 2016 - Limited availability
Porsche 911 GT3 (991.2)	182F	09-11	6/3797	429/7600	310/6250	1395kg	312	4.1	4.2	9.2	194	★★★★★ • Even better than the car it replaced - Give us a minute...
Porsche 911 GT3 RS (3.8, 991.2)	248F	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 (991.2)	274F	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 GT3 RS (991.2)	204F	10-13	6/3600	461/6500	516/2250	1370kg	453	3.5	-	205	-	★★★★★ • More powerful than a Carrera GT - Handles, too - Em...
Porsche 911 GT3 (991)	182F	07-09	6/3600	409/7600	298/5500	1396kg	289	4.3	4.3	9.4	192	★★★★★ • Runner-up at evo Car of the Year 2006 - Ferrari 599 GTB
Porsche 911 GT3 RS (991)	112F	07-09	6/3600	409/7600	298/5500	1375kg	302	4.2	-	193	-	★★★★★ • evo Car of the Year 2007 - A chunk more money than the already brilliant 911R
Porsche 911 GT3 (996.2)	221F	03-05	6/3600	375/7400	284/5000	1380kg	272	4.5	4.3	9.2	190	★★★★★ • evo Car of the Year 2003 - Chassis a bit too track-focused for some roads
Porsche 911 GT3 RS (996.2)	068F	04-05	6/3600	375/7400	284/5000	1360kg	280	4.4	-	190	-	★★★★★ • An even more focused version of the superb GT3 - Limited supply
Porsche 911 GT2 (996.2)	072F	04-06	6/3600	475/4700	472/3500	1420kg	338	4.0	-	198	-	★★★★★ • Revisions made it even more of a star than the 456bhp 996 GT2 - Care still required
Porsche 911 GT3 (996.1)	266F	99-01	6/3600	360/7200	273/5							



GREAT CARS DESERVE GREAT GARAGES

As Europe's leading garage interior company, Dura can transform your home garage into a stunning room worthy of your pride and joy.

Dura's unique range of modular steel furniture, premium flooring and wall mounted storage solutions are used by leading professional workshops around the world, so you can be assured of exceptional quality, clever design, and a professional installation.

CABINETS • WALL-STORAGE • FLOORING • DESIGN & INSTALL

Creators of inspirational garages for over 20 years!

For a **FREE** brochure, call **01280 707321** or visit **www.duragarages.com**

DURA®
Fitted Garages

Call today to request a **FREE DESIGN VISIT!**



Alternatively, return this slip in an envelope (no stamp required) to:
Freepost RSLX-YXCA-GUTJ
Dura Ltd, St James Road, Brackley, NN13 7XY

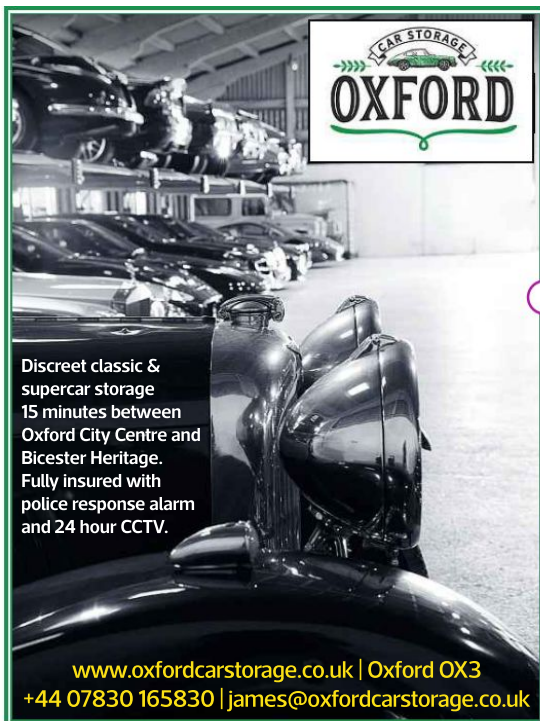
Name

Address

Telephone

Email

EVO
EVO2



OXFORD

Discreet classic & supercar storage
15 minutes between
Oxford City Centre and
Bicester Heritage.
Fully insured with
police response alarm
and 24 hour CCTV.

www.oxfordcarstorage.co.uk | Oxford OX3
+44 07830 165830 | james@oxfordcarstorage.co.uk

1



SPECIALISED COVERS

**PROTECT & PRESERVE
WITH A TAILORED COVER**

★ Trustpilot
★★★★★ **RATED AS EXCELLENT WITH OVER 3600 REVIEWS**

For 40 years, we have been the market leader in supplying innovative solutions in car protection. British designed and manufactured we are proud of our heritage and it shows in the unrivalled quality of our Indoor and Outdoor covers. Check out our website for more details on our product range.

Exclusive savings code: EVO-2021
T: 01943 864 646
E: info@specialisedcovers.com
W: specialisedcovers.com

f t y o i

**MADE IN
BRITAIN**

2



THE ULTIMATE BESPOKE STORAGE FACILITY

HMRC APPROVED
CUSTOMS WAREHOUSE

A bespoke, temperature, humidity and dust controlled, high security building.

T 020 3973 1520
E info@mossauto.co.uk
W mossauto.co.uk @

MOSS
AUTOMOTIVE

3



THE CAR HOTEL
DYNAMIC VEHICLE STORAGE

- Secure, private and discreet purpose built facility
- Fully insulated, dehumidified and air-circulated
- On-site detailing studio, full time certified detailer
- UK & worldwide covered transportation
- Full concierge services
- Private vehicle exercising circuit
- Helicopter landing
- Grade 4 DualCom security systems & CCTV
- Fully insured storage & transportation

Visit our website for full details: WWW.THECARHOTEL.CO.UK
email us: info@thecarhotel.co.uk call us: 01386 577850

4



ACORN VEHICLE STORAGE

A family company at the heart of motorsport valley.
We care for your vehicle as if it were our own.

www.acornvehiclestorage.com
contact@acornvehiclestorage.com
01296 770000

UNITED KINGDOM STORAGE LOCATIONS



1, 2, 3, 4, 5, 6

5



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

6

CARS SAFE
SECURE STORAGE FOR CLASSIC AND PERFORMANCE VEHICLES



WWW.CARS SAFE.CO.UK TEL: CAMBRIDGE 01223 299011

NEW AND USED
CAR SURVEYS
LIVE NOW

We want to hear from you



DRIVER POWER

THE UK'S NO.1 CAR
OWNERSHIP SURVEY

If you own a car, Driver Power is your opportunity to tell car makers, dealers, insurers, breakdown firms, and buyers what life is really like on the road. And, it's now even quicker and easier to take part in the most respected car ownership survey in the UK.

By taking part you'll be in with a chance of winning one of three
£100 Amazon vouchers each month.



take part at
driverpower.co.uk

* Terms and Conditions apply, visit website to find out more

BuyaCar Buying Guide: Mercedes-AMG A45 S

AMG's superhatch is even more appealing with the savings available from BuyaCar

MERCEDES-AMG IS BETTER KNOWN FOR its V8-powered supersaloons than its hot hatchbacks, but after a shaky start with the original AMG A45 of 2015-2018, the latest version is something really quite special – so much so in fact that it secured a third-place finish in 2019's *evo* Car of the Year. Given the previous model never even received an invite, that's an indication of the strides AMG has taken this time around.

On paper there are few indications as to why the latest A45 hits the mark where its predecessor didn't. It's still just a Golf-sized hatchback with a four-cylinder engine sending power to all four wheels through a dual-clutch transmission; hardly novel stuff. Instead, the improvements are more subtle: a chassis that's better able to deal with poor surfaces,

a drivetrain willing to direct enough of the engine's efforts to the rear axle to give you a kick out of corners, and more progression to and information coming from the steering, making the new car much more satisfying to guide down a twisty road.

Less subtle is the engine, its 415bhp peak giving it the highest output of any production 2-litre unit, and on the road that translates into mighty straight-line and cross-country performance. You can almost think of it as being the modern interpretation of those old Mitsubishi Lancer Evolution FQ-400s, but a fair bit less thirsty and a lot more refined.

If there's one real sticking point, it's the price. At over £50,000 before you even think of ticking any option boxes, the A45's pricing is pretty spicy for a five-door family hatch, and that's where some

of the deals on BuyaCar come in, saving several thousand pounds on the brand-new sticker price. One we found had covered less than 9000 miles for a monthly price of £834, or £46,923 cash, while another, finished in Stealth Black paintwork and with just 10,000 miles on the clock, had a £814 monthly price or could be yours for just £45,795.

The former car, in metallic grey, had the full AMG aero kit, and both came equipped with desirable extras such as the full-width infotainment and instrument displays and the more prominently bolstered bucket seats, both of which help to make the A45 as special to live with as it is to drive.

Visit buyacar.co.uk to find the latest offers on the AMG A45 S. Figures correct at time of going to press.



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!

buyacar



Juan to remember

How the ultimate celebration of Fangio's greatest moment was orchestrated

TALK ABOUT DREAMING BIG. OVER THE years there have been some stories in motoring magazines that I've admired hugely, not just for the way they were written or photographed, but for the sheer audacity to try to set them up in the first place. And Dickie Meaden following in Juan Manuel Fangio's tyre tracks in a Maserati 250F around the Nürburgring is right up there with the best of them.

'It was an idea that had been rolling around in my head for a long time,' recalls Meaden. 'I'd first thought about it when I was at a magazine called *Car Week*, but it was over ten years later when it all finally came together, for the 50th anniversary in 2007.'

The feature appeared in *evo* 112, and the elapsed half decade it was marking was since Fangio drove his (and possibly F1's) greatest ever race. Setting lap record after lap record in his 250F, the Argentinian came back from a bungled pit stop to beat the Ferraris of Hawthorn and Collins, in the process winning not only the race but his fifth and final drivers' title. It's one of the ultimate motorsport tales and it was ripe for the retelling. But first you've got to get an almost priceless Maserati...

'The 250F we used was run by Ten Tenth's Racing,' says Meaden. 'The owner, Nick Mason, thankfully liked the idea. Obviously the bill to get the team and the car out to the Ring was pretty enormous, but thankfully Harry Metcalfe [*evo*'s then editorial director] signed it all off as only Harry could.'

Then there was just the small matter of getting some exclusive track time on the Nordschleife. 'Pagani was attempting a Ring record, and being Argentinian himself, Horacio Pagani is obviously a huge admirer of Fangio. I think he liked the idea of seeing the 250F lined up with the Zonda, so we managed to get him to agree to let us use any downtime that they might have while they had the track booked for the record attempt.'

'I remember it was a perfect day: crystal clear, blue sky. I was fully in love with the Nürburgring at that point, having competed in my first two 24-hour races – the first of which, appropriately, was in a Maserati 4200 in Fangio's colours. Normally I'd be a bundle of nerves, but when the opportunity arrived there wasn't time to get nervous. I jumped in – no belts – and they just pushed me across

the public car park to bump-start it. Then it was out through the barriers onto the empty Döttinger Höhe straight and into the most surreal lap of skinny tyres and a straight-six.'

Just before it all gets too wistful, however, Dickie then paints a more prosaic picture that we can all relate to...

'Driving a 250F is actually a bit like sitting on the toilet, reading a magazine with your legs going numb. Imagine the toilet brush to your right is the gearlever. You feel totally exposed.'

I'm puzzled: 'Surely you just shut the door?'

'A 250F doesn't have any doors, Henry.'

'No, on the... Oh, I see. Right. Sorry. Anything else you remember?'

'It was unlike anything I'd driven before. Even compared to the 1950s Jaguar sports cars I've driven since, this was a different animal. A proper Grand Prix car, whatever the era, is just on another level. The gearbox was lovely and the steering started to make sense once you adopted the approved elbows-out technique. I'd have loved to have felt how the balance of the car changed over time as that massive fuel tank behind the seat began to empty, but I only had one proper lap that day. Somehow, that made the whole thing seem even more special, though.'

Over a decade of plotting and planning to get one lap. And absolutely worth it.

THE ULTIMATE IN PERFORMANCE UPGRADES AT DMS AUTOMOTIVE WE'VE BEEN UNLEASHING AUTOMOTIVE PERFORMANCE FOR OVER 22 YEARS

DMS MCLAREN 720S (EVO SEPTEMBER 2018)

"THIS IS A CAR THAT NOT ONLY DESERVES YOUR FULL ATTENTION, BUT REQUIRES IT"

DMS 911 TURBO (ULTIMATE SUPERCAR SPRING 2019)

"BALLISTIC PERFORMANCE IN AN EMINENTLY USEABLE PACKAGE"

DMS F10 M5 (EVO DEC '15)

"730BHP, 200MPH+ TYRE-SHREDDING MONSTER"

DMS MCLAREN 650S (EVO OCT '15)

"REAL MUSCULARITY AND THE STRENGTH OF THE MID-RANGE IS STAGGERING"

DMS M2 (EVO SEPT '15)

"MORE POWER DOES MEAN MORE FUN"

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 / TTRS (8V MK2) » 500+ BHP (+DE-LIMIT)
S3 / GOLF R » 378+ BHP (+DE-LIMIT)
S3 / BLTDI (ALL MODELS) » 400+ BHP
RS4 B9 / RS5 2.9T » 525+ BHP

BMW

F90 M5 / M8 » 770+BHP (+DE-LIMIT)
X3M / X4M » 630+BHP (+DE-LIMIT)
M850i » 700+BHP (+DE-LIMIT)
M2 COMPETITION » 530BHP (+DE-LIMIT)
M2 » 435BHP (+DE-LIMIT)
M3 / N4 » 540+BHP (+DE-LIMIT)
M5 F10/M6 » 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
M340i » 470+BHP
330D / 430D / 530D / 730D » 360BHP
840D / 335D / 435D / 535D » 400+BHP

MERCEDES-BENZ

A45S AMG » 480+BHP (+DE-LIMIT)
A35 AMG » 350+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)
C63 / E63 / GLC43 AMG » 480+BHP
C63 / 63S 4.0T AMG » 624+BHP
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
C300E » 350BHP
CLS400D / E400D » 400BHP
350 CDI (ALL MODELS) » 315BHP

ALL 2019 RANGE ROVERS AVAILABLE

RR 505C / SVO / SVR STAGE1 » 600+BHP
RR 505C / SVO / SVR STAGE2 » 650+BHP
2.2 D (ALL MODELS) » 220+BHP
2.0 TD4 / SD4 (ALL MODELS) » 225 / 265BHP
VELAR 30Si6 » 420BHP
RR 4.4 TDV8 » 395 BHP
RR TDV6 / SDV6 3.0D » 305 / 350 BHP
DEFENDER 2.2 » 180BHP

PORSCHE

992 TURBO S » IN DEVELOPMENT
992 CARRERA / S » 570+ BHP
991.2 GT2 RS » 780+BHP
991 TURBO / S (ALL MODELS) » 750+BHP
991 GT3 RS 4.0 » 525/540 BHP
997 CARRERA GTS » 435 BHP
991.2 CARRERA / S -
(ALL MODELS) » 500+BHP
991.2 CARRERA GTS -
(ALL MODELS) » 540+BHP
997 TURBO 3.6 » 625+ BHP
997 GT2 RS » 670+ BHP
997 TURBO / S 3.8 INC PDK » 611 BHP
997.2 GT3 RS » 480 BHP
996 TURBO/GT2 » 600+ BHP
BOXSTER / CAYMAN 718S / GTS » 420+BHP
BOXSTER / CAYMAN 718 » 380+BHP
BOXSTER / CAYMAN 981 GT4 » 430+BHP
BOXSTER / CAYMAN 981 GTS » 375+BHP
CAYENNE TURBO 4.8 -
(ALL MODELS) » 650+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE / CAYMAN 3.0 DIESEL » 320+ 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

EXOTIC / MISC

WRAITH / DAWN » 720+BHP
FERRARI 488 PISTA » 780+BHP
FERRARI 488 » 750+BHP
FERRARI PORTOFINO » 680+BHP
FERRARI LUSO T » 710+BHP
FERRARI CALIT » 680BHP
FERRARI F12 » 780+BHP
FERRARI 430 » 525 BHP
MCLAREN MP4 / 650S » 720 BHP
MCLAREN 675LT » 750BHP
MCLAREN 570S » 680+BHP
MCLAREN 600LT » 680+BHP
MCLAREN 720S » 840+BHP
MCLAREN SENNA » 875+BHP
AVENTADOR » 750+BHP
HURACAN LP610 » 650BHP
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
BENTLEY GT 2020 V8 40T » 700+BHP
MASERATI 3.0S PETROL » 470 BHP
MASERATI 3.0 DIESEL » 312 BHP

FURTHER OPTIONS

As well as installing the above engine tunes, we are able to further individualise your car with additional features. Some of which are shown here. Contact us for further details.



Exhaust tuning
(Cracks & pops)



Customized
driving modes



Gearbox
tuning



Sport dials
calibration



Exhaust
butterfly control



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



SALES@DMSAUTOMOTIVE

UK: 0800 030 5555

INT: +44 800 030 5555

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) – 235.4 (1.2). CO₂ emissions 33-203 (g/km).

*Figures shown are for comparability purposes; only compare fuel consumption and CO₂ figures with other vehicles tested to the same technical procedures. Figures may not reflect real life driving results. Data correct at May 2021.

[CUPRAOFFICIAL.CO.UK](https://www.cupraofficial.co.uk)

