

quite some set of rivals to square up to before we talk about the opposition, history about the car and its creation. The G60 started life some years ago as the Evora, a promising mid-engined two-seater that never quite saw the full light of day despite being nurtured by numerous talented individuals, including its original designer, Arash Farhoud, and latterly by Gordon Murray, formerly of Marcos fame. Ginetta then bought the rights to build the car just under two years ago, since which time the firm has been working on its own version, "pretty much seven days a week". Murray is close to Tomlinson's claim that he's "virtually obsessed" with the project and still not 100 per cent happy with the product, despite having re-engineered the car to weigh just 1080kg, some 400kg lighter than it was in the beginning (and some 200kg less than the Lotus Evora, the next lightest car of this group).

The 3.7-litre Ford V6 engine and gearbox have also been extensively modified, as has the cabin, the driving position, the suspension and much of the chassis. The result is a car that still bears an obvious homage to the Evora, although beneath the carbonfibre body it is, in fact, a brand new car – one whose performance, in theory at least, is right up there among the very best.

The G60 is a raw kind of sports car, and deliberately so, but it's also one you can drive every day without it being an issue.

R8 feels civilised, but the GTR is quicker and more accomplished



Of this quartet, the Evora S is closest in principle to the Ginetta



Ginetta claims 0-60mph in "less than four seconds" with a top speed somewhere on the naughty side of 165mph. It also promises that the G60 will deliver a driving experience that's "more intense than anything else available at the money". Hence the reason, then, that there are precisely zero driver aids. So no traction control, no power steering, not even anti-lock brakes, which alone would have cost most of the budget to develop for all-weather road use. It's a raw kind of sports car, and deliberately so, but also one you can drive everyday without it being an issue, claims Tomlinson. "We'll do some proper mad stuff a bit later," he says, the implication being that the G60 is Ginetta's civilised take on a 365-days-a-year road car – in which you can still have a bundle of thrills if you so

wish. The sort of car that someone who's about to spend £62,450 on an Evora S might well be interested in had they become bored by the establishment, in other words.

Whether anyone genuinely in the market for a G60 would consider an £86,935 Audi R8 or a £71,950 Nissan GT-R is another question entirely, of course. The Ginetta's lack of cabin thrills alone would probably be enough to put the average R8 customer's curiosity to rest, while the GT-R's reputation for tearing its opponents to bits dynamically, and in all weathers, might also keep Ginetta's order books untroubled.

Yet if the G60 is truly to be tested, it needs to stand up to cars of such quality. The R8 is here because, even four years down the line, it still represents the most civilised way in which to fire yourself at the horizon while →



The G60's cabin is minimalist, which helps keep its weight to 1080kg



The Evora packs far more kit than the Ginetta, plus two tiny rear seats



The R8's cabin has high-quality materials and plenty of refinements



The GT-R's cabin feels in keeping with its 'digitised' driving manners