

Nissan GT-R has that much more acceleration along each straight, that much more grip through any corner'



The G60 has rewarding, engaging dynamics



The Evora lacks the raw appeal of the G60



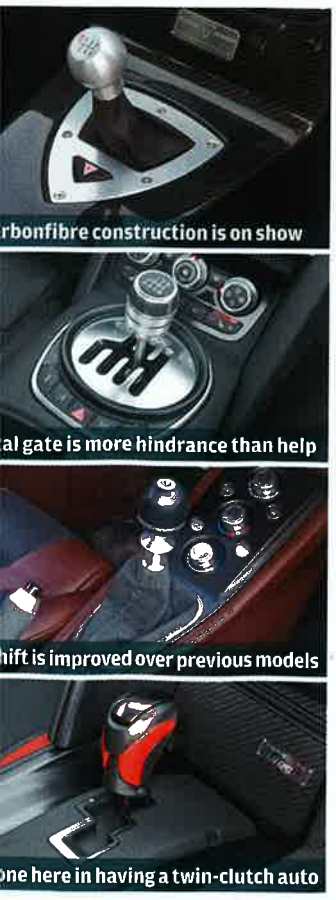
Four-wheel drive gives the R8 good traction



The GT-R slingshots into and out of corners



Our testers, Sutcliffe included, were smitten by how the G60 drives



Carbonfibre construction is on show

Al gate is more hindrance than help

Shift is improved over previous models

One here in having a twin-clutch auto

← on-limit handling balance, but also by its fine driving position and unexpected ride and refinement levels. So smitten, in fact, that we began to think it might even be a walkover.

Of course, the G60 is nothing like as civilised to rumble around in as the R8, or the Evora, come to that. Its cabin isn't in the same continent when it comes to basic quality or quantity of equipment, and neither is it as resolved in terms of tyre noise and general noise, vibration and harshness at any speed above 10mph.

But the point is that for the committed few (Ginetta is to make just 50 cars available each year) the G60's civility factor is, you suspect, more than good enough in isolation – at least for its intended target audience. You don't climb out of it after an hour behind the wheel feeling dazed, deafened or confused. Despite appearances, it isn't that kind of car.

Which makes the things it does well that much easier to enjoy, because there's no particular purgatory to endure before you reach the heart of its personality (which tends to reveal itself at around 6300rpm in third gear, often on the exit of a bend you thought you might not make it through).

But then, of course, comes the reality check that is the Nissan GT-R. It doesn't matter how many times you drive the GT-R; what this car can do to a piece of quiet,

empty Welsh mountain road never, ever ceases to be amazing. In the wet, it's not so clever because its suspension is too stiff, and its tyres too lacking in bite during the turn-in phase to provide the stability you need in such a heavy car. In fact, in the wet, the GT-R can be a bit of a handful because of the traction it has, the grunt it can deploy and the speed it can generate into each corner.

The G60, with its more 'honest' steering and warmer, less digitised handling, is, for most of the time, a far sweeter, less terrifying car to drive in the rain (as are the Lotus and Audi, although neither is as well balanced as the Ginetta). But in the dry, blimey, you'd have to be mad, unusually brave or plain deluded to try to keep up with the GT-R in any of the others, including the G60.

The Nissan has that much more acceleration along each straight, that much more grip through any given corner and it feels so much more glued to the road in general that it simply smashes the others into submission when the roads are dry. And the real killer blow, what elevates it to a position whereby all the others can do is sit back and roll over to it, is how much feel it can conjure up in the process.

The GT-R is not merely an incredibly fast car that can cover ground more efficiently than anything this side of a helicopter; it's also a proper touchy-feely thing to interact with. Its steering might not be as 'alive' as



They all look good, but it's their grip, steering feel and stopping ability that matter most

the Ginetta's but it's miles more feelsome than the R8's and, whisper this, possibly the Evora's, too. Same goes for its rear axle, its brakes and suspension.

The reason why it is possible to drive the GT-R so rapidly, after all, is because you can tell from your backside what it's doing at all times. And if you couldn't – if it was in any way 'detached', in other words – such ability would be all but useless because you wouldn't be able to tap into it in the first place. Except, of course, you can. Which is why the GT-R is as outrageously excellent as it is (and it is, apparently, about to get better still, if you can believe it...).

So where does that leave the Ginetta? In an extremely impressive second place, which is quite some upset as far as the Audi and Lotus are concerned.

In the real world, you suspect that these are four very different kinds of cars that will appeal to different people, for understandably different reasons. But of the G60's three rivals here, it's the Evora that's most obviously under threat from it. In many ways, the G60 feels like the car the Evora should and could so easily be, were it shorn of all the things that have been added to broaden its appeal, specifically to the US market. There's a lesson in there somewhere for Lotus. And in the meantime, a round of applause, if you would, for Britain's most exciting new sports car. 📌

G-WHIZZ



	NISSAN GT-R	GINETTA G60	AUDI R8	LOTUS EVORA S 2+2
Price	£71,950	£68,000	£86,935	£62,450
0-62mph	3.8sec (est)	4.9sec	4.4sec	4.8sec
Top speed	196mph	165mph	187mph	172mph
Economy	23.5mpg	31mpg (tbc)	15.5mpg	28.7mpg
CO2 emissions	279g/km	na	332g/km	229g/km
Kerb weight	1740kg	1080kg	1560kg	1436kg
Engine layout	V6, 3799cc, turbocharged, petrol	V6, 3727cc, petrol	V8, 4163cc, petrol	V6, 3456cc, supercharged, petrol
Installation	Front, longitudinal, four-wheel drive	Mid, transverse, rear-wheel drive	Mid, longitudinal, four-wheel drive	Mid, transverse, rear-wheel drive
Power	523bhp at 6400rpm	310bhp at 6800rpm	430bhp at 7900rpm	345bhp at 7000rpm
Torque	451lb ft at 3200-6000rpm	288lb ft at 4500rpm	317lb ft at 4500-6000rpm	295lb ft at 4500 rpm
Power to weight	301bhp per tonne	287bhp per tonne	276bhp per tonne	240bhp per tonne
Specific output	138bhp per litre	84bhp per litre	103bhp per litre	100bhp per litre
Compression ratio	9.0:1	11.0:1	12.5:1	10.0:1
Gearbox	6-spd DSG	6-spd manual	6-spd manual	6-spd manual
Length	4670mm	3126mm	4431mm	4361mm
Width	1895mm	1940mm	1904mm	1884mm
Height	1370mm	1180mm	1249mm	1229mm
Wheelbase	2780mm	2633mm	2650mm	2575mm
Fuel tank	74 litres	80 litres	75 litres	60 litres
Real-world range	380 miles	480 miles (est)	256 miles	379 miles
Boot	315 litres	200 litres	100 litres	160 litres
Front suspension	Double wishbones, coil springs, anti-roll bar, adaptive dampers	Double wishbones, coil springs, anti-roll bar	Double wishbones, coil springs, anti-roll bar, magnetic dampers	Double wishbones, coil springs, anti-roll bar
Rear suspension	Multi-link, coil springs, anti-roll bar, adaptive dampers	Double wishbones, coil springs, anti-roll bar	Double wishbones, coil springs, anti-roll bar, magnetic dampers	Double wishbones, coil springs, anti-roll bar
Brakes	390mm ventilated discs (f), 380mm ventilated discs (r)	365mm discs (f), 355mm discs (r)	380mm ventilated discs (f), 356mm ventilated discs (r)	350mm ventilated discs (f), 332mm ventilated discs (r)
Wheels	9.5Jx20in (f), 10.5Jx20in (r)	19in, alloy	8.5Jx18in (f), 10.5Jx18in (r)	8Jx19in (f), 9.5Jx20in (r)
Tyres	255/40 R20 (f), 285/35 R20 (r)	235/35 R19 (f), 285/35 R19 (r)	235/30 R19 (f), 295/30 R19 (r)	235/35 R19 (f), 275/30 R20 (r)