Ginetta G60 vs rivals | Comparison

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 Ginetia con seconds with a top speed somewhere on the naughty side of 165mph. It also on the naught, state of the compile it also promises that the G60 will deliver a driving experience that's "more intense than experience that available at the money". Hence anything eise available at the money. Her the reason, then, that there are precisely the reason, and a state 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. budget to de de la protection de la production de la protection de la prot 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



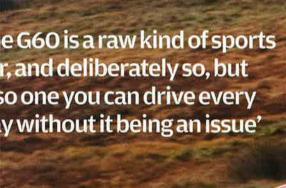
The Evora packs far more kit than the Ginetta, plus two tiny rear seats



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



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quite some set of rivals to square up to.

before we talk about the opposition,

history about the car and its creation.

60 started life some years ago as the

that never quite saw the full light of

espite being nurtured by numerous

ent individuals, including its original

ner, Arash Farboud, and latterly by

etta then bought the rights to build

Marsh, formerly of Marcos fame.

r just under two years ago, since

the firm has been working on its

n "pretty much seven days a week".

es close to Tomlinson claim that he's

'virtually obsessed" with the project

still not 100 per cent happy with the

roduct, despite having re-engineered

reigh just 1080kg, some 400kg lighter

t was in the beginning (and some

st car of this group). 3.7-litre Ford V6 engine and ox have also been extensively d, as has the cabin, the driving on, the suspension and much of id-engined chassis. The result is a ine that still bears an obvious homage Farbio visually, although beneath carbonfibre body it is, in fact, lly a brand new car - one whose mance, in theory at least, is right ere among the very best.

gless than the Lotus Evora, the next

o, a promising mid-engined two-

