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sitting aboard a mid-engined car. The GT-R is here simply because it competes so closely to the G60 on price. Surely, anyone with £68k to spend on a road rocket is going to at least take a peek at the GT-R's brochure, aren't they? Especially when the mighty Nissan is about to get mightier still for the 2012 model year with even more power and performance, but without there being a corresponding hike in price (although the car you see here is this year's model).

Whatever the justification, these are the cars we chose to compare the Ginetta with for its very first public outing (alongside an entry-level Porsche Cayman for good measure, as you can see in the separate story on the right). And, naturally, we went to Wales, to roads we know and love well.

What we discovered there was as intriguing as it was shocking. Why? Because to begin with, the G60, with the possible exception of the Nissan (which remains a law unto itself), wasn't merely the fastest car across the challenging ground, but it was also the most appealing of the

group to drive, too. And yet, at the same time, it wasn't so raucous that we couldn't live with it at more everyday speeds. That was the first genuine surprise.

It was followed by quite a few more. And after just a couple of hours, it became clear that the Ginetta is a deeply impressive car, with no excuses required to qualify that judgement. Its non-assisted steering and delightfully natural dynamic appeal meant it could satisfy on a level that neither the Audi nor Lotus could match on such roads.

For starters, there's the noise it makes when you open the throttle wide for the first time. It may boast nothing more than a Ford V6, but the sound that erupts out of the G60 between 4000rpm and 7000rpm will paint a very wide smile across the face of any true car enthusiast. It sounds like a Honda NSX Type R when you give it the full berries, only louder and considerably more mental.

To begin with, in fact, we were smitten by the G60's blend of abilities. And not merely by its monster straight-line performance, its fantastic engine note, its uniquely crisp high-speed steering feel and its delicious

WHAT ABOUT THE CAYMAN?



The entry-level Cayman is a world away from a G60

We'll be brief here because, in the event, the notion of comparing the Ginetta G60 with Porsche's entry-level Cayman turned out to be a complete mismatch.

The G60 is so much quicker and so much more bombastic in its delivery that the poor old Cayman doesn't get much of a look-in dynamically.

Fair enough, the Porsche has a smoother ride and generates

less road noise on the move, and it would be more civilised to live with in general. But the core driving experience is never going to get close to what's on offer in the Ginetta.

You'd need a Cayman R at least to be on remotely similar terms (unfortunately, Porsche GB wasn't able to make one available for this test) and even then, the dynamic gap would be more like a chasm.

'The sound that erupts out of the G60 between 4000rpm and 7000rpm will paint a very wide smile across your face'



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