



SUPERCARS FOR MG MONEY





Roll up, roll up, supercars for sale, everything must go! Well, while you won't quite see them on sale at market stalls, a little shrewdness and luck could see you piloting a 150mph thoroughbred for less than the price of a second-hand Escort. Think about that for a moment; five gees could land you an early Porsche 928 or Lotus Esprit. For a few dollars more, you're well on your way to bombing B-roads in a TVR ragtop or pressing the pose button in a late-model Corvette.

In fact, it's remarkably simple to buck the system and end up with a car you normally only dream about driving. Prices are presently at an all-time low: entry-level Ferrari 308GT4s and Mondials regularly pop up in the classifieds in the low teens. Should you find prime British beef more palatable, an early '70s Aston Martin V8 could be gracing your driveway for the same. Buy at auction and you could crop that figure still further.

Over the following eight pages is a broad cross-section of some of the hardware you could own for less than £20,000. There's everything from vowel-laden Latin road burners to hi-tech Japanese GTs, raucous V8 roadsters to turbocharged, thinly-disguised go-karts. Buy now while stocks last. It can't last forever.

Richard Heseltine





FACTFILE

Ferrari Mondial QV ENGINE

All-alloy, 3186cc four-cam V8 fed
by Bosch K-Jetronic fuel injection
Max power 270bhp @ 7000 rpm

PERFORMANCE

Top speed 145mph 0-60mph 6.4 secs

Fuel consumption 21.8mpg

TRANSMISSION

Five-speed ZF manual gearbox

STEERING

Rack and pinion

SUSPENSION

Front Independent by double wishbones, coil
springs anti-roll bar Rear Independent by
double wishbones, coil springs, anti-roll bar

BRAKES

Vented discs all round

INSURANCE

Unlimited mileage policy for 30-year-old
Surrey male, clean licence, with Firebond
(01223 566020), £539

Lotus Esprit Turbo S3 ENGINE

All-alloy, 2147cc twin-cam in-line four,
turbocharged and fed by two Dellorto carbs
Max power 210bhp @ 6250rpm

PERFORMANCE

Top speed 151mph 0-60mph 5.4 secs

Fuel consumption 23.7mpg

TRANSMISSION

Five-speed manual (from Citroën SM)

STEERING

Rack and pinion

SUSPENSION

Front Independent by upper wishbones and
lower links, anti-roll bar

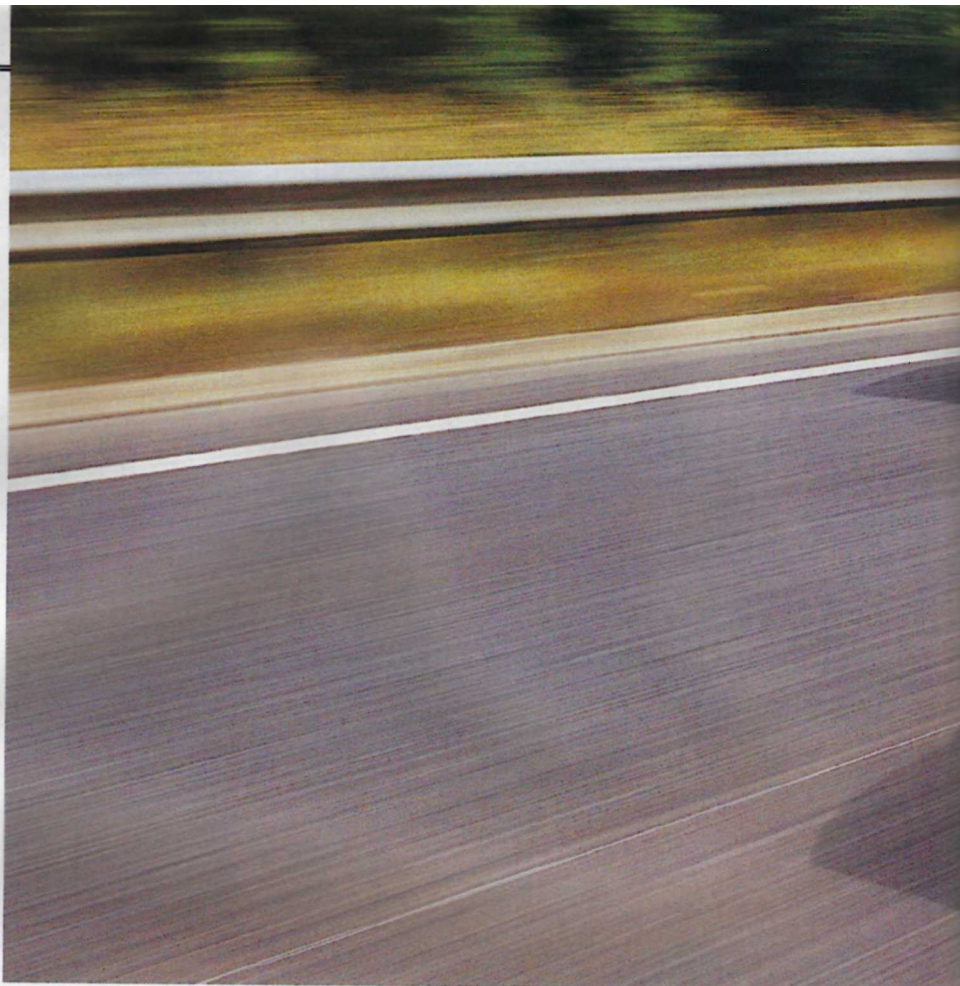
Rear Independent by lower wishbones,
semi-trailing arms plus upper links

BRAKES

Discs all round (rears inboard)

INSURANCE

Unlimited mileage policy for 30-year-old
Surrey male, clean licence, with Firebond. £332



TONY BAKER



Deep seats on Lotus, and BL
switchgear. Venerable 2.2-litre
four-pot does well for 210bhp



So long the wallflower at Ferrari gatherings, the notoriously unappreciated Mondial is finally beginning to receive respect although prices remain at rock bottom. An early '80s example could grace your driveway for as little as £12k, less if bought at auction. This superb '84 Quattrovalvole edition is on offer at £19,995. Amazing value until you consider that the dynamically superior, low-mileage Lotus Esprit Turbo alongside could be yours for seven grand less. So, is the prancing horse badge really worth the extra wedge?

2.2-litre turbocharged 'four', the Lotus can comfortably top 150mph and complete the 0-60mph dash a second ahead of its Maranello rival. It will also run rings around the Latin purebred through the twisty bits. The Esprit's kart-like steering, unshakeable grip and deft chassis poise is only equalled by its compliant ride and instant, lag-free throttle response.

Not that the Ferrari's a dynamic dullard. The steering, though weighty at low speed, is communicative when pressing on while mild understeer can be dialled out with a quick

SO LONG THE WALLFLOWER, THE MONDIAL IS FINALLY RECEIVING RESPECT. BUT THE LOTUS IS FASTER, CHEAPER

Of all recent Ferraris, the Mondial is the least emotive, lacking the strong personality expected of the marque. But, for all that, there's plenty to commend. The car's 3.2-litre, 48-valve V8 is a gem, producing 240bhp at 7000rpm, enough to hurl the two-plus-two to 60mph in a whisker over six seconds and on to 146mph. So it's no slouch, but not as fleet as the Norfolk upstart. Despite only packing a

caress of the throttle. Lift off mid-bend and there's no silly pendulum-effect antics, the Mondial never feeling anything other than surefooted. Gearchange on the five-speed 'box requires a firm hand while the clutch is uncommonly stiff but, after a few familiarisation miles, you're soon racing up and down through the gears. There isn't the lightness and delicacy of feel provided by the Lotus but the Mondial's



Four-cam 270bhp V8 as used in 308. Luxury interior seats four; SDI-esque instrument pod



benign road manners inspire confidence. Body roll is well contained, contributing to a ride that is cosseting yet undeniably sporting. It's all very civilised, without the expected loud-mouthed supercar histrionics.

Another Ferrari plus is its airy cabin. Having negotiated the wide sill and stooped to miss the low roof, the driver's seat offers welcome support. There's acres of headroom and the relationship between pedals and oddly angled steering wheel doesn't require the usual Italianate straight arms, legs akimbo stance.

The Lotus by comparison feels mildly claustrophobic, the handbrake mounted to the driver's right inhibiting speedy exits. Six-footers might have a problem piloting an Esprit as you're forced to straddle the steering wheel with your knees and rest your left elbow on the transmission tunnel. Unfortunately, the cheap-looking switchgear raided from the Austin parts bin screams 'kit car' while the very '80s wrinkled-effect leather appears to have been stolen off the backside of a very elderly Friesian. Rear visibility is uniformly awful, thanks largely to the window louvres and ineffectual wing mirrors. The Italian machine, with its trade-

mark polished H-gate and largely bespoke interior furniture, wins the cockpit cool contest by a landslide.

On the debit side, the Ferrari's engine note is unremittingly dull. When pressing on it emits an aggressive if not altogether melodic bark, the Lotus' turbocharged four-pot merrily puffing away by comparison with a grin-inducing crackle and fizz on overrun. In fact it's very hard not to love the Esprit's race-bred character. Every sortie becomes an adventure.

So is the cheaper Lotus the better bet? If you're looking for ultimate handling and performance, it comes out on top. If build quality, badge value and practicality are more important, the Mondial takes some beating. The Esprit's styling remains an acquired taste, and hasn't aged especially well. And while the Mondial's reserved Pininfarina-penned silhouette isn't the most visually alluring by marque standards, it's well balanced and retains a contemporary feel. Above all, it's a Ferrari.

Thanks to Kent High Performance Cars (01622 663308) and Kent Sports Cars (01227 722000)

ALTERNATIVES

LAMBORGHINI JALPA

Entry-level Lambo derived from '70s Urraco. Punchy 3.5-litre V8 mounted transversely, producing 255bhp at 7000rpm. Handling outstanding, and can top 155mph. Headroom tight, styling not to all tastes. Target price: £15,000.



MASERATI MERAK SS

Overlooked '70s junior supercar uses Citroën SM-sourced 3-litre V6 to great effect in Bora hull. Handling universally praised in period and the SS can still hold its own against younger fare. Well worth a look. Target price: £15,000.



ALPINE GTA

A major hit *sur le Continent*, this rear-engined plastic French Porsche 911-eater proved a dud on the UK market due to lack of promotion. Viceless handling matched by torquey Renault V6 that propels the lightweight wedge past 155mph. Target price: £8000.





FACTFILE

Aston Martin V8 ENGINE

All-alloy, 5340cc four-cam
V8 fed by four Weber carburettors
Max power 315bhp @ 6500 rpm

PERFORMANCE

Top speed 161mph 0-60mph 6.1 secs
Fuel consumption 14.7mpg

TRANSMISSION

Five-speed ZF manual gearbox or
three-speed automatic

STEERING

Rack and pinion

SUSPENSION

Front Independent by double wishbones, coil
springs, anti-roll bar Rear Independent by de
Dion tube, trailing arms, Watt linkage

BRAKES

Discs all round

INSURANCE

Unlimited mileage policy for 30-year-old Surrey
male, clean licence, with Firebond. £452

Porsche 928 S4 ENGINE

All-alloy, 4957cc four-cam 90 deg V8
fed by Bosch LH-Jetronic fuel injection
Max power 320bhp @ 6000rpm

PERFORMANCE

Top speed 168mph 0-60mph 5.4 secs
Fuel consumption 16-19mpg

TRANSMISSION

Five-speed manual or four-speed
Mercedes automatic

STEERING

Rack and pinion

SUSPENSION

Front Independent by double wishbones, coil
springs, anti-roll bar

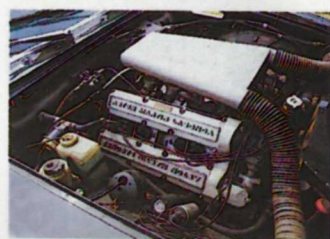
Rear Independent by lower wishbones, upper
transverse links, coil springs, anti-roll bar

BRAKES

Ventilated discs all round

INSURANCE

Unlimited mileage policy for 30-year-old Surrey
male, clean licence, with Firebond. £430



Aston weighs 34cwt, interior
cossets you like a king. Mighty
all-alloy V8 hand-built, 315bhp

A tussle between enduring favourites, Aston Martin's upper-crust V8 and Porsche's cosmopolitan 928, was always going to be entertaining. The fundamentals are the same – big, torquey V8 up front, rear-wheel drive and porcine bellies – but Newport Pagnell's old stager and Weissach's supercoupé are as dimensionally opposed as Harris Tweed and Hugo Boss. It's old money meets city trader, a grudge match that has raged ever since the two met in 1977.

In pure design terms, both are particularly

the mid-teens. If you're really lucky and a mean haggler, you could even scoop a super-desirable GTS edition similar to the one pictured here.

So you've extended your mortgage and sold a kidney, what do you get for your money? A hell of a lot. The 928 in any incarnation is a peerless, long-legged grand tourer and, if the Porsche's unconventional styling turned heads in the late '70s, its soft-edged curves still captivate. Despite being a few inches shy of 15ft long, Tony Lapine's silhouette masterfully disguises the car's vast dimensions. The Aston

YE OLDE ENGLAND MEETS HUGO BOSS: BOTH HAVE TOWERING CAPABILITIES FOR MONDEO MONEY

self-indulgent, blending luxury-laden civility with a high-rent image yet are now within reach of the great unwashed. This attractive BRG '78 Aston could be yours for five tenners shy of £20 grand, while earlier, less well-equipped examples often go for as little as £15k. That's used Mondeo money. Early 928s, meanwhile, can be picked up for the price of a new Skoda Felicia, late model S4s often available in

by comparison looks statuesque; more Sophie Dahl than Kate Moss. Yet there's a subtle delicacy to the William Towns styling that stops it appearing cow-hipped and overly bulky.

Stepping inside the Aston, there's all the expected visual symbolism of Ye Olde England. Great swathes of Connolly hide and huge clods of veneered walnut give the impression of this being more a gentleman's club than a



Even engine is attractive in 928; high-tech instruments; pillars claustrophobically near head



gentleman's express. It is every bit as considered as the Porsche's muted plastic and leather cockpit, if not as well thought out ergonomically. The 928's ovoid instrument binnacle contains seven displays, all of them visible through the leather-bound steering wheel that moves with the column as you adjust for height and rake. The unlovely wheel in the Aston masks all the minor dials, leaving only the speedometer and revcounter in view.

Start-up procedures are also poles apart. The Porsche fires in an instant, the dry engine note sounding strangely underwhelming. Its opponent needs to be gently coaxed into life, the raunchy V8 erupting with a bluff bellow that makes grown men's eyes light up. Easing off the weighty brake pedal to move away, the steering seems disarmingly light although it gets progressively tighter as you gain momentum. It never feels anything other than enormous and doesn't shrink around the driver in the same way the 928 does.

It also loses its composure long before the Porsche over uneven surfaces, lacking the reactions of the German machine. Not that the 928 is above criticism. There's a fair amount of

kickback through the steering on bumpy roads and understeer is never far away.

The Porsche's Mercedes-derived slush 'box is super-smooth. In Drive, the car is quick but in third it takes off with alacrity. The Aston's plodding three-speed automatic transmission suffers by comparison, feeling jerky and slow-witted but the British underdog has one trump card – its big-hearted V8 powerplant. The hand-built 5.3-litre feels constantly alive, producing a howl that's more Top Fuel dragster than thoroughbred *gran turismo*. The Porsche's 5-litre V8 (4664cc in pre-'86 cars) sounds austere and soulless by contrast.

Ultimately, the choice comes down to craftsmanship over functionalism. The Porsche is undoubtedly the better car, with towering capabilities and huge reserves of refinement, while the Aston is a valiant, blustering old bus with the mien of a golden retriever. The 928 demands respect but, for all its foibles, it's hard not to love the British machine.

Thanks to Desmond Smail (01234 713083) and Hendon Way Motors (0181 202 8011)

ALTERNATIVES

MASERATI BITURBO

Sharply creased '80s luxu-coupé, dynamically flawed and not overly attractive. Tres chic ragtop much happier looking. The Biturbo is well stocked, comfortably riding and affordable, but it's also prone to expensive fits of pique. Target price: £8000.



MERCEDES-BENZ 450SLC

Built like a brick privy, this big Merc's 4520cc V8 churns out a lazy 220bhp at 5500rpm, affording 145mph and 0-60mph in around seven seconds. Ideal for blasting down autobahns, but less so through twisty B-roads. Target price £8000.



JAGUAR XJRS

Tom Walkinshaw worked his magic on the stodgy XJS, producing a car capable of 0-60mph in 6 seconds and 160mph with handling to match. Dodgy body kit and bump steer let the side down. Target price: £13,000.





FACTFILE

Chevrolet Corvette ENGINE

Iron-block, 5735cc pushrod ohv
fuel-injected V8

Max power 208 bhp @ 4200 rpm

PERFORMANCE

Top speed 142mph 0-60mph 7.1 secs

Fuel consumption 20-22mpg

TRANSMISSION

Five-speed manual gearbox or
three-speed automatic

STEERING

Rack and pinion

SUSPENSION

Front Independent by double wishbones,

Rear Independent by five links,
single glassfibre leaf spring

BRAKES

Discs all round

INSURANCE

Unlimited mileage policy for 30-year-old Surrey
male, clean licence, with Firebond. £282

TVR V8S

ENGINE

All-alloy 3950cc pushrod ohv V8
fed by three Weber carburettors

Max power 298bhp @ 5500rpm

PERFORMANCE

Top speed 148mph 0-60mph 4.9 secs

Fuel consumption 16-20mpg

TRANSMISSION

Five-speed Rover manual

STEERING

Rack and pinion

SUSPENSION

Front Independent by double wishbones,
coil springs

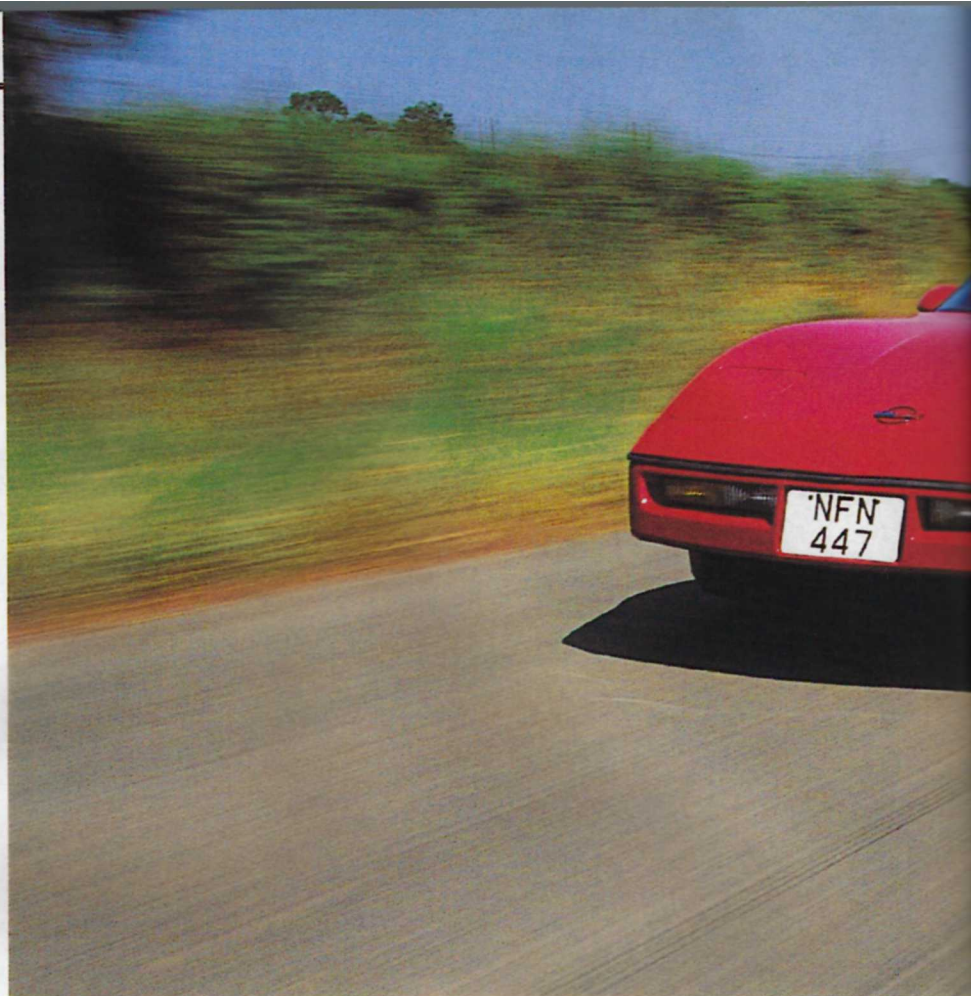
Rear Independent by semi-trailing arms,
coil springs

BRAKES

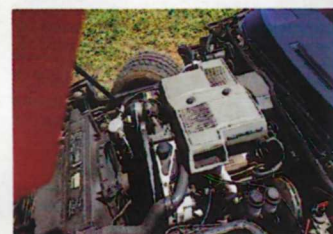
Vented discs all round

INSURANCE

Unlimited mileage policy for 30-year-old Surrey
male, clean licence, with Firebond. £392



Corvette enjoys visual links
with classic models. Ace access
to pushrod V8 from flip front



"If you can't pull in this you must be deceased," says Bob Adams as we depart in his vivid red '86 Chevrolet Corvette coupe. "You'll be fighting girls off with a stick." Sadly, we must be brown bread. Either that or the TVR V8S proved too much competition. The only interest the enduring American aroused was from over-opiated adolescents more concerned with its ability to lay rubber than, well, anything else. The Blackpool roadster, by contrast, attracted equal measures of disdain and fascination from the fairer sex.

5.7-litre eight-pot that lasts just seconds before reverting to the usual lazy burble – more heavily laden station wagon than supercar. The TVR, packing 4-litre Rover V8 power, accelerates with an accompanying bark. Performance is immediate and electrifying, 60mph being reached in a whisper under five seconds.

Lean yet undeniably sexy, demure but still uproariously fiery, well-toned while abundantly curvaceous, the TVR is the embodiment of physical aggression. Its bellicose presence prompts other road users to dart out of its way,

PULLING POWER: ON PAPER THESE TWO V8S ARE ALIKE, BUT IN REALITY THEY COULDN'T BE MORE DIFFERENT

While on paper the two cars are alike – glass-fibre bodies, separate chassis, front-mounted V8 engines – in reality, they couldn't be more different. The 'Vette, yours for eight grand, is fast. Very fast. But performance is delivered in a manner that's frustratingly devoid of any real buzz. The automatic transmission robs the car of any sense of urgency, the kickdown inducing a low, bass clamour from the fuel-injected,

even when you're just pottering along. For a car with such explosive performance, the TVR is remarkably easy to drive, its docility belying its reputation as a devourer of the timid. Your grandmother could drive it, if only you could prise her out of the Stannah Stairlift first.

Head out on to some twisty B-roads and the British machine is in its element. Though no lightweight Seven, its immaculate turn-in





Big stretch of Rover V8 means near 300bhp for TVR, but docile. Cockpit cosy; best driver's car



thanks to an ultra-fast competition rack, makes it a superb point-and-squirt machine. Exit speeds are considerable and, driven cleanly, there's no need for tail-out heroics, although oversteer is available on tap should the rock ape in you rise to the surface. Sadly, the car's ride quality isn't impressive, every bump in the road being transmitted to the driver's posterior.

Not so in the Corvette, which proffers magic-carpet smoothness. But unlike the usual under-dampened Stateside stodgemobile, the 'Vette handles. There's precious little body roll or vocal tyre protest, and long wide sweepers can be taken at dubious speeds without fear of falling off. Unfortunately, due to it boasting the longest bonnet in Christendom, the Chevy isn't the easiest car to position with any accuracy on tight corners.

Where the Corvette scores most points over its rival is in terms of civility. It's supremely comfortable, the heavily bolstered driver's seat clad in finest Connolly hide with masses of leg and elbow-room. It's also crammed full of toys including the obligatory air-conditioning and electric everything. You could drive this car to the south of France and back and still feel

unruffled. The TVR's leather and walnut-drenched cockpit looks the part but feels narrow and restricting by comparison. But at least its traditional white-on-black dials are easy to read. The 'Vette shoots itself in the foot big time with its Knight Rider-esque digital instrumentation, the sole purpose of which is apparently to confound the driver. Bleary-eyed from staring at narcoleptic plasma graphs, at least you'll be distracted from the rest of the interior decor – for five-year olds and big-haired David Hasselhoff wannabes only.

On the question of value, the Corvette represents a helluva lot of car for eight gees. It's rapid, handsome if obvious and cheap to maintain, much of its componentry shared with lesser Chevys. More recent examples can be found in the high teens but aren't all that much faster or better equipped. At £17,000, the TVR isn't exactly a bargain, but you'd be hard pushed to find a better example. It's devilishly quick, quirkily attractive and a blast to drive.

Thanks to Bob Adams (0121 743 5276) and David Gerald Sports Cars (01386 793237)

ALTERNATIVES

ALFA ROMEO SZ

Bold, brave and slightly bizarre, Alfa's supercoupé blends the styling finesse of a breeze block with a driving experience that's to be savoured. Zagato plastic bodies have gaping panel fit, but comfortable and V6 sounds magnificent.

Target price: £19,000



WESTFIELD SEIGHT

Rover V8-powered Seven-baiter redefines the word performance. In 4.5-litre, 330bhp TVR-tuned form, capable of 0-60mph in 4.2 secs with bags of oversteer. Only for the seriously brave.

Target price: £14,000.



GINETTA G33

Rudimentary but effective construction of glassfibre over steel tube chassis combines with Rover V8 power (up to 300bhp) to give plenty of urge and superb sharp handling. Not a kit car, but often built like one. Target price: £11,000.





FACTFILE

Toyota Supra ENGINE

All-alloy, 2997cc twin-cam, fuel-injected V6

Max power 223bhp @ 5600 rpm

PERFORMANCE

Top speed 145mph 0-60mph 6.3 secs

Fuel consumption 24mpg

TRANSMISSION

Five-speed manual gearbox

STEERING

Rack and pinion

SUSPENSION

Front Independent by double wishbones, coil springs, anti-roll bar

Rear Independent by double wishbones, coil springs, anti-roll bar

BRAKES

Discs all round

INSURANCE

Unlimited mileage policy for 30-year-old Surrey male, clean licence, with Firebond. £401

Nissan Skyline GTS ENGINE

All-alloy, 2498cc fuel-injected twin-cam straight-six

Max power 250bhp @ 6400rpm

PERFORMANCE

Top speed 150mph 0-60mph 5.6 secs

Fuel consumption 26-30mpg

TRANSMISSION

Five-speed manual

STEERING

Rack and pinion

SUSPENSION

Front Independent by double wishbones coil springs, anti-roll bar

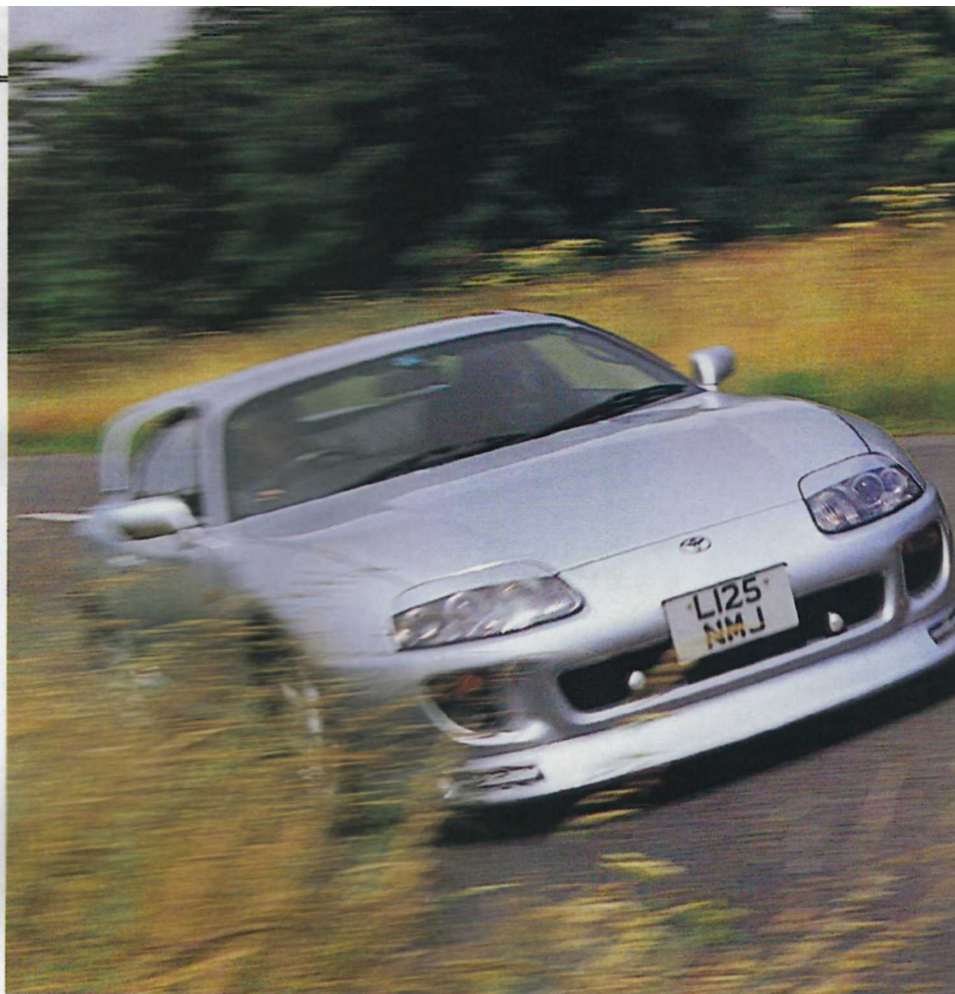
Rear Independent by semi-trailing arms, anti-roll bar

BRAKES

Discs all round (fronts inboard)

INSURANCE

Unlimited mileage policy for 30-year-old Surrey male, clean licence, with Firebond. £606



Toyota has spaceship dash; chrome rims curious. Most are turbos, this is normally-aspirated

Flick through the classifieds or trawl the Internet and you'll discover myriad companies offering a bewildering array of Japanese supercars, the names and designations of which are a mystery to many. Would sir prefer a Subaru Impreza WRX, STi or Type R? Perchance a Mitsubishi Galant Evolution II, or would a V be more to sir's liking? But get clued-up on the key differences and specifications and you could land a hi-tech adrenalin pump with which to go Lamborghini-baiting for relatively little outlay.

be found in the mid-teens – this '92 example on offer for just £13,500. Vendor Tony Butt has a theory for the GTS' perceived lack of appeal: "Everybody wants the four-wheel-drive GTR because that's the only Skyline they've heard of, but for thousands less you could have just as much fun, perhaps more so, with the GTS rear-driver. The GTS is still an amazing performer."

And he's not wrong. Producing around 280bhp at the rear wheels from its lightly tweaked 2.5-litre straight-six, this Skyline is blisteringly fast. From a standstill, the Porsche,

HIGH-TECH ADRENALIN PUMPS FROM JAPAN: STUDY THE SPECS AND YOU CAN BUY A REAL SCORCHER

Undoubtedly the most revered Japanese supercar of recent years, the Nissan Skyline R32/33 represents perhaps the best performance per pound anywhere. A winner of countless touring car championships and one-time Le Mans regular, the Skyline in any configuration is a supercar in every sense. The entry-level turbocharged GTS, arguably the most overlooked of the model range, can often

TVR and Lotus have the legs over the Japanese machine. However, mid-range urge is astonishing, and from 50mph to 90mph they'd all be left in its wake. But what makes the Nissan so special is the manner with which it delivers the performance. There isn't a hint of turbo lag, just a seamless release of unbridled horsepower. Better still, it handles like an oversized go-kart. The steering is sublimely direct, body roll



SKYLINE



Skyline GTS has big turbo and rear drive, and great poise. Makes up for very basic interior



beautifully poised and there's passive rear-wheel steer to bail you out should you overdo it.

The Skyline's biggest plus (or greatest detraction) is the nondescript styling. Though bland to the point of homeliness, therein lies its charm. The repmobile cloaking device means you're less likely to attract unwanted attention from Johnny Law or be on the receiving end of ungentlemanly behaviour from other road users.

Of course, if you enjoy the whole 'look at me' gig, the Nissan isn't for you. Better to opt for its arch-rival, the Toyota Supra (this '93 example being yours for the same £13k). If the Skyline is the equivalent of diamond patterned knitwear and beige slacks, its opponent is a shiny duck-egg blue shellsuit with neon pink stripes. From the tip of its snowplough front spoiler to that faintly ridiculous rear airfoil, the Supra bears all the subtlety of a Damien Hirst dissection cow in formaldehyde.

With an extra half a litre over the Skyline, the Supra is no wolf with sheep's underpinnings. This normally aspirated example (a twin-turbo set-up is also offered) cannot match the Nissan's vivid acceleration but has an

abundance of top-end pull. It also sounds magnificent above 3000rpm in any gear right through to the 6500rpm red line. There's a sharp edged harshness to the engine note, accentuated by the wide-boy drainpipe exhaust.

The Supra's agility belies its size. Thanks to its admirably-weighted power steering, the nose tucks in keenly on even the tightest bends, the rear obediently following. There's some body roll, although it's barely perceptible at anything other than silly speeds. The car's ride quality is also a revelation, pummelling most road imperfections into submission. From the body-hugging driver's seat, it all feels undramatic. The Supra may look belligerent but it's a big old teddy bear at heart.

The same goes for the Skyline GTS. At cruising speeds, you might as well be driving a shopping-trolley Micra. The controls are well laid out, the seats are comfortable, there's proper ventilation and you can see out of it. This cannot be a supercar, surely?

Thanks to Classic Sports and Team Cars (0181 429 0001) for the loan of both cars

ALTERNATIVES

NISSAN 300ZX

A cult car in the making, the 300ZX proved that Nissan could build a pukka supercar. In either normally aspirated or twin-turbocharged forms, acceleration is electric.

Looks are an acquired taste though.

Target price: £11,000.



MITSUBISHI 3000GT VR4

Packing a 300bhp quad-cam V6 with dual turbos the VR4's a 160mph luxury GT that's relaxing to drive but with dragster-like acceleration and excellent traction thanks to four-wheel drive.

Melodious engine note sounds best past 4000rpm.

Not fully appreciated in the UK so prices are as low as they're likely to get. Target price: £15,000.



MAZDA RX7

Mazda's sexy triple-rotary rocketship came with twin turbos, dashed from 0-60mph in 4.8 secs and went on to 158mph. Appalling ride lets the side down. Target price: £14,000.

