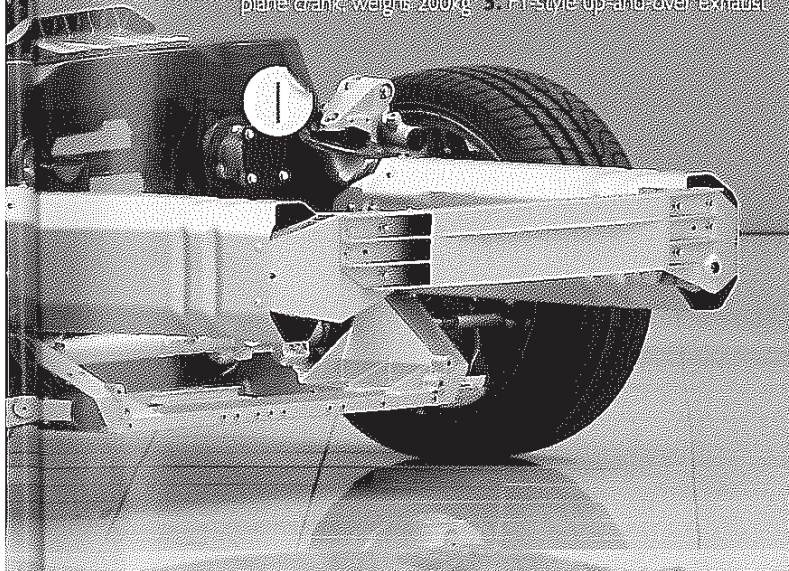


KEY

- 1. Efficiency of crash structure, combined with strength of carbon tub means same car has been through three 35mph frontal impact tests
- 2. Standard iron brake discs actually weigh less than optional carbon ceramics
- 3. Carbon 'Monoco' weighs less than 80kg and is 25% stiffer than a metal structure
- 4. M838T engine features dry sump and flat-plane crank, weighs 200kg
- 5. F1-style up-and-over exhaust

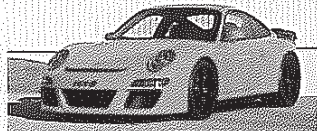


Jenson Button demonstrates development car 'XP Beta' at Goodwood race circuit

I2C isn't a one-off, but the start of a McLaren road cars range into which £750 million has already been invested. Little is known about the next project, although during a Q&A session Ron alluded to the existence of a V6 twin-turbo and also said it would be unlikely for McLaren to

do a car with more than two seats. Later, Antony Sheriff came close to admitting that McLaren is working on a hypercar, but said it was unlikely to use a V12 engine. All of which suggests the MP4 will be the mid-point in a three-car range.

Ollie Marriage



Above: Ruf's new RGT-8 deserved more of the limelight at Geneva

well with Porsche's greener outlook of late, though. A V8 will naturally emit more CO2 than a similarly powerful turbocharged six, but with Porsche's technical know-how, we'd never rule anything out.

For now, an eight-cylinder engine gives the RGT-8 a neat USP over Porsche factory models. With 542bhp and 369lb ft, its performance should be comparable with turbocharged 911s. The engine itself is a clean-sheet design by Ruf: a flat-crank, dry-sump unit weighing less than 200kg (which will silence any nay-sayers expecting the 911's flawed weight distribution to be further compromised).

The V8 is mated to a short-shift six-speed manual and powers the rear wheels. Production begins in 2011, when we'll be knocking on Ruf's door.

GINETTA BOSS IN FARBIO TAKEOVER

FARBIO GTS REBADGED AS GINETTA F400; NEW MODEL HERE 'WITHIN TWO YEARS'

Ginetta has bought Farbio, and in the process renamed and shaken up the fortunes of one of Britain's most impressive sports cars for a second time.

Happily, the shake-up is a positive one. The Farbio GTS (formerly Farboud) is a car that's impressed us consistently in road tests. And while Farbio boss Chris Marsh has poured time and money into the Evora rival's development, finding the means to produce cars in sufficient numbers has been tricky.

That's where Ginetta (and its chairman, Lawrence Tomlinson, pictured) has stepped in. The Farbio GTS is now the Ginetta F400, with Tomlinson's funding and Ginetta's name and racing heritage all set to relaunch the car into the mainstream.

'It's a fantastic British sports car that I don't want to see die,' said Tomlinson. 'With Ginetta branding behind it, it'll be there for the future.'

The deal is designed to aid both parties. Ginetta has long held road car ambitions but in its current incarnation has so far failed to establish a profile outside motorsport. And while Tomlinson is the first to admit that the F400 is purely a rebadged Farbio, the plan is to develop an all-new car using the expertise of Marsh, Tomlinson and another Ginetta partner, Zytec Engineering. That should be here within two years.

For now, though, there's plenty to celebrate. The F400 is the range-topping £95K Farbio GTS 400 with its 410bhp supercharged 3-litre V6. It's the only Farbio people really



'I COULDN'T SEE THIS FANTASTIC BRITISH SPORTS CAR DIE'

wanted to buy, apparently, and there aren't currently plans for the other GTS variants to continue production. F400 manufacture will carry on at Marsh's impressive Bath facility.

'We intend to make the Ginetta F400 there for a long time,' says Tomlinson. The plan is to produce around 50 cars a year, though only a quarter of these are likely to be sold in the UK. The car's biggest market is currently the Far East.

The end of the year should also see the arrival of the sub-£30K Ginetta G40, powered by a 140bhp 1.8-litre Zetec engine. Having sampled a race spec G40 around Silverstone, we're looking forward to this hard-top Ellis rival for the road. Watch this space.

Stephen Dobie



Ginetta F400 keeps the range-topping Farbio GTS's 410bhp supercharged Ford V6