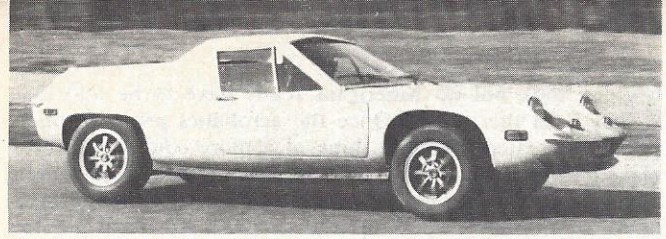

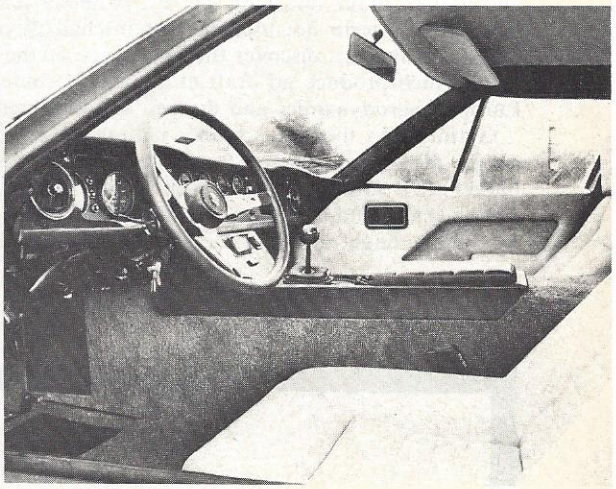

26 psi against 16 psi at the front), but this smooths out magically as one speeds up. The steering is light and very direct at 2.3 turns lock-to-lock and one must concentrate on the wheel to avoid wander at speed on any imperfect road surface. Blustery winds affected it on exposed roads too, but normally the Lotus's directional stability is remarkable, aided by the new nose spoiler fitted below the radiator intake, and also probably by an inch wider front track and special Brand Lotus light alloy wheels with 5½-in. rims which also look a lot better than the standard wheels.

The car's cornering abilities are awe-inspiring; it doesn't seem to matter what speed one puts it in to a bend, it always comes out rock steady and dead level, with scarcely a squeal. In Geoff Goddard's words, "One runs out of courage before the car runs out of roadholding." Whether it has such amazing "stiction" in the wet we couldn't say, being spared the rains for once, but with 113 bhp in a car weighing only about 1500 lb unladen a little caution would probably be wise. While driving in some →