

of 27.7mpg is also something to be applauded. In a day driving from Norwich via Lincolnshire to Northamptonshire I got about 23.5mpg - not bad, considering I danced through the gears a little on the 100 mile journey home. The S is certainly a more extreme version of the already very tasty Evora. It is much quicker, better focused and it has bags of character - not just in power and might but also in the way it smells. The Lotus has a vaguely gluey scent - the sort that you only get in a hand made car - and that appeals to me. It tells you that a lot of individual craftsmanship has gone into building it. So, in my book, that makes the S more

desirable than a Porsche 911. Also, the sound of the Norfolk made car will be one of the best rewards of ownership. The rumble of brawn and vigour is there at all times, and can best be appreciated with the windows down. Fully loaded - as my two seater test car was - with sat nav, heated seats, a reversing camera, Bi-Xenon lights and bigger wheels, it came in at just under £70,000. That is an acceptable price to pay when you consider what a dazzling car the Lotus Evora S is. It is incredibly exciting to drive, it draws looks of approval wherever it goes and it is a pleasure machine that only the very lucky few will ever get to experience.



- Engine: 3.5-litre V6
- Transmission: Six-speed manual
- Power: 345 bhp @ 7000 rpm
- Torque: 295 lb ft @ 4500 rpm
- Max speed: 172 mph
- 0-60 mph: 4.6 sec
- Combined mpg: 27.7 mpg
- CO2: 235g/km
- Price: £67,080



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