

Suspension: The suspension is all torsion bar on all wheels, each of these are adjustable. The workshop manual goes to great length on checking the weight distribution, this is vital to good handling. The club website has an article dealing with this topic showing how it can be achieved with two bathroom scales and some suitable timber. The importance of this cannot be stressed too highly. We have seen cars with up to 100kgs difference in loading on the front wheels which can make them hard to corner in one direction and causes wheel spin on the lightly loaded wheel. Driving such cars is extremely unpleasant. Wheel alignment on these vehicles is carried out in the conventional manner, while the camber is non-adjustable, the caster certainly is as well as the toe in/toe out. This needs to be carried out by a qualified front end mechanic.