

Lotus Racing Car Brochure by Lotus Cars

The range of track focused Lotus Cars by Lotus Racing



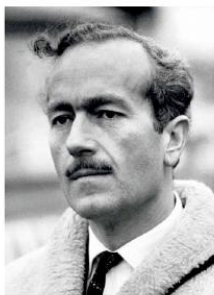
THE LOTUS RACING PRODUCT RANGE



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BORN TO **PERFORM**

When Colin Chapman built his first car in 1948, he adopted a principle that has been the foundation of Lotus sports cars ever since – "to add speed, add lightness". Lotus was born to perform. After 60 years of excellence on both road and track at the highest levels of world motorsport, today's Lotus range more than lives up to the heritage.



Lotus Heritage



A WINNING FORMULA



Lotus has a superb reputation for technical innovation and invention. It's a reputation that is well deserved, having delivered an enviable sporting history. Since the company was founded in 1952, the marque has achieved over 500 Grand Prix starts, complete with 81 Formula 1 victories and 7 World Championships. In

addition, Lotus cars have successfully competed in Rally, Le Mans, Indy and Saloon car classes. Along the way, Lotus has created some of the world's most iconic sports cars. Among them, such classic names as the original Elite, the Lotus Seven, Esprit, Elan, Exige, Elise and Evora. From the green and yellow traditional

racing colours of the Type 25 through to supercars that set new standards in road performance and handling, every single car that carries the Lotus badge is still a thoroughbred born of competition and an unquenchable desire to win.



RACING SUCCESSES

At any weekend throughout the year you will find approximately 200 Lotus Cars racing around the world. From the historic Lotus Seven, Lotus Elan and Lotus Type Eleven, through to the classic Formula 1 cars that continue to grace the world's race tracks with their beauty, to the latest technology found in today's Formula 1 cars.

Fantastic battles occur in Lotus Cup events in England, Europe, Japan, Thailand, Eastern Europe and the United States of America. In fact Lotus Racing series have now become the most popular race series for professional drivers looking to move into the likes of British and World Touring Cars.

The Evora GT4, Enduro and GTC continue to have worldwide success. Our congratulations go out to:-

Dragon Motorsport for their race victories last year in the South American Gran Turismo championship and to Equipe Lotus who are having a fantastic season in the same series with many race wins.

Bullrun Racing who won the Britcar Championship in 2012 with a brilliant year of hard work and dedication.

Cor Euser Racing have clocked up 20,000 km per year racing nearly every weekend in the European GT4 championship, Dutch

GT championship and many Endurance races. The Dubai class win was amazing and showed the results of your determination.

Greg Rasse who has been the most successful driver in Lotus Cup Europe over the past 2 years.

And to the VSA Motorsport team that are busy flying the Evora GT4 flag in North America.

The Exige V6 Cup R began its racing career at Snetterton





this year and achieved overall victory. Since then more and more Exige V6 Cup R race cars have been appearing in the Lotus Cup series where it is looking set to become one of the most popular cars on the grid, having already achieved many race wins and pole positions. Lotus Cup Thailand now also have the Exige V6 Cup and V6 Cup R racing with them and this looks set to grow further.

Finally congratulations to Thomas Dehaibe for winning the overall championship of Lotus Cup Europe in 2013 and to Simon Deacon who achieved the same in Lotus Cup UK. Andy Napier who was Lotus Cup UK Production Champion and Adam Gore who was crowned Driver of the Season for Elise Trophy.

Apologies to anyone missed, there are so many its difficult to mention you all.



T125



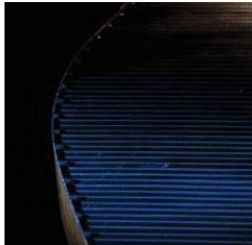
LOTUS T125

The Lotus T125 is an exclusive, ultra-high performance F1® inspired race-car complete with Cosworth 3.8 litre GP V8 engine producing 640bhp linked to a 6-speed semi automatic gearbox with paddle shift.

A bespoke carbon composite with Nomex and aluminium core chassis with carbon composite panels contribute to a super lightweight of just 590kg resulting in a phenomenal power to weight ratio of more than 1000 hp per tonne.

Unlike a Formula 1 car however, an army of technicians and mechanics is not required to start the engine and keep the car running. The start button is all the driver needs to press to get going.

Purchasers of the Lotus T125 will be able to choose from a stylisation of a classic Lotus livery, the Exos concept design, or as an option, request their own, bespoke livery.





LOTUS T125

TECHNICAL SPECIFICATION

PERFORMANCE SPECIFICATION

Max power:	640 bhp @ 10,000 rpm
Max torque:	450 Nm @ 7600 rpm
Max rpm:	10,500 rpm normal running
Max rpm:	11,000 rpm push-to-pass
Fuel:	Fuel is open. Can use race or regular fuel
Weight:	590kg, dry

ENGINE TECHNICAL SPECIFICATION

Designation:	Cosworth GPV8
Duty cycle type:	4 stroke reciprocating piston, naturally aspirated
Configuration:	8 cylinders in banked 'V' configuration at a 90 degree angle
Construction:	Cast aluminium alloy cylinder block and heads, forged aluminium pistons, steel crankshaft
Capacity:	3,800 cc
Valves:	32
Power:	640 bhp
Maximum speed:	Limited to 11,000 rpm
Timing:	Double overhead cams driven via compliant gearing from crankshaft
Mass:	135 kg
Fuelling:	8 injectors supplied by a pressurised system at 100 bar
Ignition:	8 ignition coils each driving single spark plug
Engine Control Unit:	Pectel S06
Lubrication:	Dry sump

SAFETY SYSTEMS

Fire system cockpit & engine bay nozzles FIA approved system
Seat belts 4 point harness minimum, quick release quarter turn buckle
Headrest to comply with FIA regulations
Front rear crash structures

CHASSIS SPECIFICATION

Length:	4904 mm
Width:	1900 mm
Height:	960 mm
Material:	Carbon composite, Nomex core & aluminium core construction, auto clave cure. Carbon composite body panels, Nomex core construction
Suspension	Double wishbone arrangement, spring actuated via push rod & rocker arrangement. Adjustable ride height & camber. Dampers 2 way adjustable. Front & rear anti-roll bars blade type adjustment
Brake System	Carbon ceramic, split front and rear system, twin master cylinders with front and rear bias adjustment, front caliper single piece 6 pot opposing piston, rear caliper single piece 4 pot opposing rear calipers
Fuel System	FIA approved fuel cell, internal fuel pump, engine mounted pressure regulator, 75 litres, quick release connections to engine
Cooling	Water cooling aluminium construction radiator left hand side only, oil cooling twin radiator cooling engine & gearbox oil right hand side
Wheels	Front 12 x 13 Rear: 14 x 13

VEHICLE SPECIFICATION

Engine	V8, 3.8 litre DOHC, naturally aspirated, dry sump. Longitudinal mid-mounted.
TRANSMISSION	
Gearbox:	Longitudinal layout, dog engagement.
Shift pattern:	R-N-1-2-3-4-5-6
Gearshift:	Semi automatic, paddle shift, pneumatic actuation, auto throttle blip/ignition cut.
Clutch:	Triple plate, sintered clutch.
Chassis mounted oil cooler.	

EVORA GX/GTC





THE LOTUS EVORA **GX/GTC**

The GX and GTC Evoras are an advanced version of the Evora GT4 Enduro car. With wider wheels and stunning moulded wheel arches to cover them, the GX and GTC cars offer even greater levels of grip, both when cornering or accelerating, to the already outstanding performance of the Enduro car.

The Roof, Doors and Tailgate are all manufactured from carbon fibre and the standard glass windscreen is replaced by a Lexan polycarbonate version resulting in a large weight reduction and performance increase.



EVORA GX/GTC INTERIOR

TECHNICAL SPECIFICATION

LOTUS EVORA GX/GTC

Eligible to race in the following series
British OT Championship*
VdeV Series*
Dutch Supercar*
CREVENTIC Endurance Races
*Subject to acceptance

PERFORMANCE SPECIFICATION

Max Power	440 bhp @ 7000 rpm
Max Torque	460 Nm @ 5500 rpm
Max Engine Revs	Revs 7200 rpm
Fuel Rating	98 RON minimum
Engine Position	Transverse mid-mounted
Unladen Vehicle Mass	1170 kg* Base Specification *Subject to final agreed customer specification

POWERTRAIN SPECIFICATION

Engine	Cosworth developed mid-mounted, transverse 4-litre DOHC V6 VVT-I 20R-FE normally aspirated with dry sump
Engine Management	Cosworth SQ6 ECU
Diagnostics	MIL
Gearbox	Xtrac sequential 6-speed, driving rear wheels, transverse layout dog engagement, reverse and neutral engagement protected semi dry sump, force feed lubrication, internal gerotor pump, external oil cooler reverse cut directly onto the primary shaft (Homologated ratios). Endurance specification driveshafts
Gear Shift	Steering wheel operated paddle shift
Clutch	Twin plate sintered clutch
Exhaust System	Competition stainless steel exhaust manifold and silencer with FIA homologated catalyst
Exhaust Noise	110 dB (A) at 3800 rpm (FIA)
Induction System	Performance air filter, carbon plenum and trumpets

SERVICE INFORMATION

Different service schedules and component life cycle limits apply to this vehicle
Non-standard tools, equipment and computer software are required for servicing and operation of this vehicle

OPTIONS AVAILABLE

Adjustable seat runner
Passenger seat
Carbon roof scoop
Quick fill fuel fillers
Ballast tray
Front splitter infill panels (OTC only, standard on GX)

INTERIOR SPECIFICATION

Steering Type	Rack and pinion, power assisted with PAS cooling, quick release steering wheel
Instruments/Controls	D3 Cosworth Omega dash, fire extinguisher and electrical isolator, Pi Dash with Logging (Optional sensors) Pi tool box lite, download cable and lap beacon receiver
Seat	FIA approved competition seat on fixed mounting frame – HANS compatible (optional Non- FIA slider)
Seat Belts	FIA approved 6 point competition harness – HANS compatible
Door Mirrors	Lower drag competition style

EXTERIOR SPECIFICATION

Body Panel	Front splitter, front splitter infill panels (GX only), diffuser, high downforce rear wing, composite wheel arch extensions, front and rear brake cooling (Series rear wing on GX), carbon fibre doors, carbon fibre tailgate, rear dive planes, canards (OTC only)
Colour	White standard (optional Solid, Metallic, Lifestyle, Motorsport colour scheme, special order (team specific)
Windows	Plexi glass side windows with sliders only on drivers side *GRAND AM has open windows with window net
Front Screen	Polycarbonate
Roof	Carbon fibre
Doors	Carbon fibre
Lighting	Additional spot lamps

VEHICLE SPECIFICATION

Chassis	Modular lightweight bonded aluminium structure
Suspension Front/Rear	Forged aluminium double wishbone suspension, 4 way Ohlins TTX36 dampers, coaxial coil springs, Uni-ball wishbone joint, increased camber anti-roll bars. Front & Rear Centre lock hubs, wheel nut safety retainer, Track increase rear 100mm front 60 mm (2 way Ohlins TTX dampers for GX car)
Braking System	Twin master cylinder pedal box, cable bias control
Brakes Front	Alcon 6 piston calipers, two piece aluminium belled discs, 25mm race pads
Brakes Rear	Alcon 4 piston calipers, two piece aluminium belled discs, 25mm race pads
Wheels	Forged Alloy Front – 18 x 10J Rear – 18 x 12J Centre lock mounting
Tyres	Front - 285/645 R18 Rear - 305/660 R18
Fuel System	FIA FT3 approved with internal high pressure pump, regulator and filter
Fuel Tank/Capacity	GX - 96 litres, OTC - 120 litres nominal
Fuel Tank/Filler	GX - 1x twin dry break coupling. OTC - 2x single dry break coupling
Engine Cooling	Twin core high ambient radiator aluminium end tank radiator, Laminova heat exchanger separate gear box heat exchanger, quick fill oil system
Air Jacks	4 point system 2 front 2 rear
Battery	Lightweight lithium battery with charger

EVORA ENDURO





THE LOTUS EVORA **ENDURO**

The Evora Enduro GT is an evolved version of the race winning Evora GT4. The Enduro has been developed by Lotus Racing in association and partnership with Dallara, Cosworth and Xtrac to make it the most competitive and reliable car on the market for endurance racing.

With a class win at Dubai in January 2013 the Evora GT4 Enduro car is demonstrating its pace in not only this race but around the world.





EVORA ENDURO INTERIOR



TECHNICAL SPECIFICATION

LOTUS EVORA ENDURO

Eligible to race in the following series
Britcar
Creventic Endurance Races
VLN German Championship
Dutch Supercar
24 hr Dubai
12 hr Sepang

PERFORMANCE SPECIFICATION

Max Power	440 bhp @ 7000 rpm
Max Torque	460 Nm @ 5500 rpm
Max Engine Revs	Revs 7200 rpm
Fuel Rating	98 RON minimum
Engine Position	Transverse mid-mounted
Unladen Vehicle Mass	1160 kg

POWERTRAIN SPECIFICATION

Engine	Cosworth developed mid-mounted, transverse 4-litre DOHC V6 VVT-i 20R-FE naturally aspirated with dry sump
Engine Management	Cosworth SQ6 ECU
Diagnostics	MIL
Gearbox	Xtrac sequential 6-speed, driving rear wheels, transverse layout dog engagement, reverse and neutral engagement protected semi dry sump, force feed lubrication, internal gerotor pump, external oil cooler reverse cut directly onto the primary shaft (Homologated ratios). Endurance specification driveshafts
Gear Shift	Steering wheel operated paddle shift
Clutch	Twin plate sintered clutch
Exhaust System	Competition stainless steel exhaust manifold and silencer with FIA homologated catalyst
Exhaust Noise	110 dB (A) at 3800 rpm (FIA)
Induction System	Performance air filter, carbon plenum and trumpets

SERVICE INFORMATION

Different service schedules and component life cycle limits apply to this vehicle
Non-standard tools, equipment and computer software are required for servicing and operation of this vehicle

OPTIONS AVAILABLE

Adjustable seat runner	Carbon doors
Passenger seat	Carbon rear tailgate
Carbon roof scoop	Carbon roof
Quick fill fuel fillers	Lightweight battery
Ballast tray	Front splitter infill panels
Additional spot lamps	

INTERIOR SPECIFICATION

Steering Type	Rack and pinion, power assisted with PAS cooling, quick release steering wheel
Instruments/Controls	Cosworth Omega dash, gear indicator, fire extinguisher and electrical cut out PI D3 Dash with optional dynamic sensor pack. PI tool box lite. Download cable, lap beacon receiver PI D3 Dash
Seat	FIA approved competition seat on fixed mounting frame – HANS compatible (optional Non-FIA slider)
Seat Belts	FIA approved 6 point competition harness– HANS compatible
Door Mirrors	Electric adjustment

EXTERIOR SPECIFICATION

Body Panel	High Aero front splitter, diffuser, high downforce rear wing, ORP wheel arch liners, front and rear brake cooling, canards and dive planes
Windows	Polycarbonate side windows with slider
Front Screen	Polycarbonate
Roof	Lightweight ORP (Optional carbon fibre)
Doors	Lightweight ORP (Optional carbon fibre)
Colour	White standard [Other colours available from the standard Lotus colour pallet]

VEHICLE SPECIFICATION

Chassis	Modular lightweight bonded aluminium structure
Suspension Front/Rear	Forged aluminium double wishbone suspension, 4 way Ohlins TTX36 dampers, coaxial coil springs, Uni-ball wishbone joint, increased camber adjustable anti-roll bars. Centre lock hubs, wheel nut safety retainer
Braking System	Twin master cylinder pedal box, cable bias control
Brakes Front	Alcon 6 piston calipers, two piece aluminium belled discs, 25mm race pads
Brakes Rear	Alcon 4 piston calipers, two piece aluminium belled discs, 25mm race pads
Wheels	Forged Alloy Front – 18 x 8.5J Rear – 18 x 10J central lock mounting
Tyres	Front - 24/64-18 Rear - 27/65-18
Fuel System	FIA FT3 approved with internal high pressure pump, regulator and filter
Fuel Tank/Capacity	120 litres nominal
Fuel Tank/Filler	ATL 'dry break' quick fill (Optional)
Engine Cooling	Twin core high ambient radiator aluminium end tank radiator, Laminova heat exchanger, quick fill oil system
Air Jacks	4 point system 2 front 2 rear

EVORA GT4





THE LOTUS EVORA GT4

Developed from the highly acclaimed Lotus Evora sports car, the Lotus Evora GT4 race car has been engineered to give drivers a competitive racing package, straight 'out of the box'.

Lotus Racing has developed the Lotus Evora GT4 race car in conjunction with a number of prestigious technical partners. As such it features world-class chassis, steering and brakes, resulting in exceptional handling. A naturally-aspirated V6 engine is managed by Cosworth Electronics Systems, delivers 445Nm of torque @ 5500 rpm powering

the rear wheels through a 6-speed sequential gear box, with a paddle shift gear selection.

With FIA approved design and safety features, the car is accepted in over 12 of the world's leading GT series and can be easily modified for the demands of endurance events should you seek even more demanding pursuits.

In short, the Evora GT4 is a potent force and an ideal instrument with which to explore your racing talent and make a mark in GT motorsport.



EVORA GT4 INTERIOR

TECHNICAL SPECIFICATION

LOTUS EVORA GT4

Eligible to race in the following series:
SRO European GT4
SRO British GT4
Dutch Supercar
Lotus Cup Series

PERFORMANCE SPECIFICATION

Max Power	360 PS (European GT4) @ 6500 rpm
Max Torque	445 Nm @ 5500 rpm
Max Engine Revs	Revs 7200 rpm
Fuel Rating	98 RON minimum
Engine Position	Transverse mid-mounted
Unladen Vehicle Mass	1200 kg

POWERTRAIN SPECIFICATION

Engine	Cosworth developed mid-mounted, transverse 4-litre DOHC V6 VVT-I 20R-FE normally aspirated with dry sump
Engine Management	Cosworth SQ6 ECU
Diagnostics	MIL
Oearbox	Xtrac sequential 6-speed, driving rear wheels, transverse layout dog engagement, reverse and neutral engagement protected semi dry sump, force feed lubrication, internal gerotor pump, external oil cooler reverse cut directly onto the primary shaft (Homologated ratios).
Oear Shift	Steering wheel operated paddle shift
Clutch	Twin plate sintered clutch
Exhaust System	Competition stainless steel exhaust manifold and silencer with FIA homologated catalyst
Exhaust Noise	110 dB (A) at 3800 rpm (FIA)
Induction System	Performance air filter, carbon plenum and trumpets

SERVICE INFORMATION

Different service schedules and component life cycle limits apply to this vehicle
Non-standard tools, equipment and computer software are required for servicing and operation of this vehicle

OPTIONS AVAILABLE

Adjustable seat runner	Carbon doors
Passenger seat	Enduro spec carbon rear wing
Carbon roof scoop	Carbon rear tailgate
Quick fill fuel fillers	Polycarbonate windscreen
Ballast tray	Front splitter infill panels
D3 datalogger	Centre locks with AP racing brakes
Alcon brakes (5 stud)	Quick fill oil system
Lightweight battery	Centre locks with Alcon brakes
Additional spotlamps	Endurance spec driveshafts
Carbon roof	4 Way adjustable Ohlins dampers
26L upper fuel cell	

INTERIOR SPECIFICATION

Steering Type	Rack and pinion, power assisted with PAS cooling , quick release wheel
Instruments/Controls	Cosworth Omega dash, gear indicator, fire extinguisher and electrical cut out - D2 Standard. Pi tool box lile, download cable and lap beacon receiver
Seat	FIA approved competition seat on fixed mounting frame - HANS compatible
Seat Belts	FIA approved 6 point competition harness - HANS compatible

EXTERIOR SPECIFICATION

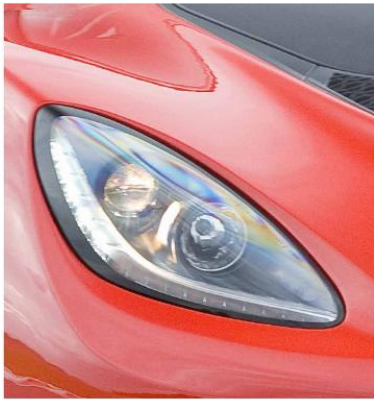
Body Panel	Front splitter, diffuser, rear wing, front and rear brake cooling, canards and rear dive planes
Colour	Standard colour white (no cost option) Standard colour pallet available - Refer to order form
Door Mirrors	Electric adjustment

VEHICLE SPECIFICATION

Chassis	Modular lightweight bonded aluminium structure
Suspension Front/Rear	Forged aluminium double wishbone suspension, 2 way adjustable Ohlins TTX dampers, Eibach coaxial coil springs, Uni-ball suspension bushes, uprated anti-roll bar
Braking System	Twin master cylinder pedal box
Brakes Front	Four piston calipers, two piece aluminium belted discs, race pads
Brakes Rear	Four piston calipers, two piece aluminium belted discs, race pads
Brake/Clutch Fluid	Competition fluid
Wheels	Front - 18 x 8.5J Rear - 18 x 10J
Tyres	Front - 24/64-18 Rear - 27/65-18
Fuel System	FIA FT3 approved with internal high pressure pump, regulator and filter with uprated fuel pump
Fuel Tank/Capacity	96 litres nominal
Fuel Tank/Filler	Twin Pump style filler
Engine Cooling	High ambient twin core aluminium end tank radiator, Laminova heat exchanger
Jump Battery Connector	
FIA Fuel Sampling Kit	
FIA Rain Light	
4-Point Air Jack System	
Polycarbonate Side Windows	

EXIGE
V6





THE LOTUS EXIGE **V6 CUP R**

The Exige V6 Cup R has already proven itself as a highly competitive race car taking overall victory in its first outing at Snetterton in Lotus Cup UK, plus numerous pole positions and race wins in its debut season in Lotus Cup Europe.

The Exige V6 Cup R is the full race version of the Exige V6 Cup. Additions to the Exige V6 Cup specification include a higher downforce, aerodynamic package, a 60Kg weight reduction, race dampers, an increase in power output (with the sequential gearbox option) and an optional sequential gearbox.



EXIGE V6 CUP R INTERIOR





TECHNICAL SPECIFICATION

LOTUS EXIGE V6 CUP R

Eligible to race in the following series:
Lotus Cup Europe
Lotus Cup UK
Lotus Cup USA
Lotus Cup Italy
Lotus Cup Thailand

PERFORMANCE SPECIFICATION

Max Power	366 PS @ 7200 rpm
Max Torque	413 Nm @ 5000 rpm
Max Engine Revs	Revs 7200 rpm
Fuel Rating	98 RON minimum
Engine Position	Transverse mid-mounted
Unladen Vehicle Mass	1040 kg*

POWERTRAIN SPECIFICATION

Engine	Mid-mounted, transverse 3.5-litre DOHC V6 VVT-i 20R-FE Harrop HTVI320 Supercharger with baffled wet sump. Rear-mounted oil cooler (sequential gearbox cars only)
Engine Management	Lotus EFI controller
Diagnostics	MIL
Gearbox	6 speed close ratio with constant mesh helical gears and an open differential
Gearbox (option)	Xtrac sequential 6-speed, driving rear wheels, transverse layout dog engagement, reverse and neutral engagement protected semi dry sump, force feed lubrication, internal gerotor pump, external oil cooler reverse cut directly onto the primary shaft (Standard as Exige V6 Cup)
Gear Shift	H pattern
Gear Shift (option)	Steering wheel operated paddle shift (Only available with sequential gearbox option)
Clutch (option)	Twin plate sintered clutch (Only available with sequential gearbox option)
Exhaust System	Competition stainless steel exhaust manifold and silencer with FIA homologated catalyst
Exhaust Noise	98 dB (A) at 3/4 max rpm (Only available with sequential gearbox option)
Induction System	Performance air filter and carbon induction tube
Battery	Lightweight performance battery

SERVICE INFORMATION

Different service schedules and component life cycle limits apply to this vehicle

* Dependant on Spec

OPTIONS AVAILABLE

Sequential gear/box with paddleshift
Passenger seat with 4 point harness
Fuel sampling kit
Anderson plug
Air-conditioning
Diamond cut wheels, cast (17" front and 18" rear
Trofeo tyres

INTERIOR SPECIFICATION

Steering Type	Rack and pinion, quick release wheel
Instruments/Controls	Lotus 4 way DPM with sports, race and launch control modes, fire extinguisher, electrical cut-out and FIA rain light. Variable traction control and gear indicator (replaces Lotus DPM with sequential gearbox option)
Seat	FIA approved competition seat on fixed mounting frame – HANS compatible (Drivers only, passenger seat optional)
Seat Belts	FIA approved 6 point competition harness – HANS compatible (Drivers only) 4 point harness fitted with optional passenger seat

EXTERIOR SPECIFICATION

Body Panel	Extended front splitter, diffuser, race rear wing, lightweight engine cover and canards
Colour	Standard colour pallet available

VEHICLE SPECIFICATION

Chassis	Lightweight bonded aluminium structure, FIA approved roll cage, front and rear towing eyes
Suspension Front/Rear	Double wishbone suspension, adjustable dampers, Eibach coaxial coil springs
Braking System	Lotus/Bosch tuned ABS
Brakes Front	Four piston calipers, two piece aluminium belted discs, race pads
Brakes Rear	Four piston calipers, two piece aluminium belted discs, race pads
Wheels	F-17 x 7.5J R-18 x 9.5J
Tyres	Pirelli Corsa F-205/45 R17 R-245/35 R18
Fuel Tank/Capacity	70 litres
Fuel Tank/Filler	Pump style filler
Engine Cooling	Triple pass radiator with aluminium end tanks
2 Way Adjustable Dampers	Ohiins TTX 2 way adjustable





THE LOTUS EXIGE V6 CUP

The new road-going Lotus Exige V6 Cup builds upon the success of the previous Series 2 Exige Cup 240/255 and 260. Based upon the road-going Exige S, the lightweight V6 Cup is powered by a 3.5 litre supercharged V6 engine, driving through a 6-speed close ratio gearbox providing an exhilarating thrill for racers and track enthusiasts.

Designed to compete in the globally successful Lotus Cup series, the Exige V6 Cup has been developed by Lotus Racing to provide the driver with a car that offers levels of handling and acceleration capable of taming Europe's most demanding racetracks.

Multi-adjustable race suspension, front and rear anti-roll bars in conjunction with 4 way adjustable DPM [Dynamic Performance Management] provide the Exige V6 Cup with track-focused adjustable handling to enable every driver to get the most out of the car.

The Exige V6 Cup and Lotus Cup 2013 provide you with unique access to compete in one of the most competitive series in the world.

The Exige V6 Cup comes with a 6'000 mile or 1 year warranty depending on which ever occurs first.





EXIGE V6 CUP INTERIOR



TECHNICAL SPECIFICATION

LOTUS EXIGE V6 CUP

Eligible to race in the following series:
Lotus Cup Europe
Lotus Cup UK
Lotus Cup USA
Lotus Cup Italy
Lotus Cup Thailand

POWERTRAIN SPECIFICATION

Engine	Mid-mounted, transverse 3.5-litre DOHC V6 VVT-i 20R-FE Harrop HTVi320 Supercharger with baffled wet sump
Engine Management	Lotus EFI controller
Diagnostics	MIL
Gearbox	6 speed close ratio with constant mesh helical gears and an open differential
Gear Shift	H pattern
Exhaust Noise	98 dB (A) at 3/4 max rpm

SERVICE INFORMATION

Different service schedules and component life cycle limits apply to this vehicle

Comes with limited road warranty of 6'000 miles or 1 year depending on which ever occurs first.

PERFORMANCE SPECIFICATION

Max Power	350 PS @ 7000 rpm
Max Torque	400 Nm @ 4500 rpm
Max Engine Revs	Revs 7200 rpm
Fuel Rating	98 RON minimum
Engine Position	Transverse mid-mounted
Unladen Vehicle Mass	1110 kg*

OPTIONS AVAILABLE

Front roll cage (Not suitable for road use)
Ohlins TTX Race dampers (2 way adjustable race spec dampers)
HANS compliant drivers seat runners with 6 point harness (Non adjustable, not suitable for road use)
Air-conditioning
Rear parking sensors
Diamond cut wheels, cast (17" front and 18" rear)

INTERIOR SPECIFICATION & SAFETY EQUIPMENT

Steering Type	Rack and pinion, quick release wheel
Instruments/Controls	Lotus 4 way DPM with sports, race and launch control modes; fire extinguisher and electrical cut out
Seat	FIA approved competition seats mounted to an adjustable drivers seat runner and fixed passenger seat runner. A fixed drivers FIA seat runner is optional (Please note the seat is only eligible for FIA use when fitted with this runner)
Seat Belts	4 Point competition harnesses supplied in the boot - inertia reel belts fitted as standard
Trim	Bespoke trim style for 'V6 Cup'

EXTERIOR SPECIFICATION

Body Panel	Front splitter, diffuser and rear wing
Colour	Standard Lotus colour pallet

VEHICLE SPECIFICATION

Chassis	Lightweight bonded aluminium structure, T45 SBAF and A frame
Suspension Front/Rear	Double wishbone suspension with coil over 2 way adjustable dampers
Braking System	Lotus/Bosch tuned ABS
Brakes Front	Four piston calipers, two piece aluminium belted discs
Brakes Rear	Four piston calipers, two piece aluminium belted discs
Wheels	F-17 x 7.5J R-18 x 9.5J
Tyres	Pirelli Corsa F-205/45 R17 R-265/35 R18
Fuel Tank/Capacity	60 litres
Fuel Tank/Filler	Pump style filler
2 Way Adjustable Dampers	Nitron 2 way adjustable

The Lotus Exige V6 Cup car aims to be suitable for road use in as many markets as possible. Please check with your local dealer for any restrictions that may apply for your country before purchase.

* Dependant on Spec

ELISE

CUP R





THE LOTUS ELISE **CUP R**

Lotus Motorsport announces latest addition to its racing portfolio; The Lotus Elise Cup R. Following the success of the Exige V6 Cup and its hardcore sibling the Exige V6 Cup R, the Lotus Elise S is adorned with the Lotus Motorsport magic to present the track-only Elise Cup R.

Evolving from the 1.6 litre Elise platforms, this is the first time the supercharged Elise S' mid-mounted, transverse, 1.8 litre 2ZR-FE engine has been used in a Cup variant. Boasting bespoke Livery and aerodynamic body kit, the Elise Cup R showcases the marriage of form and function perfectly so that performance is optimised yet retains its stylish and iconic form.

Performance is enhanced over the road-going Elise S primarily thanks to the CFD proved aero pack comprising: front splitter, barge boards, winglets, rear diffuser, floor extensions and rear wing. Clever manipulation of air-flow manages to shave 0.2 seconds from the Elise S's 0-60 mph performance resulting in a 0-60 mph speed of 4 seconds and 0-100 mph in 10.9 seconds, horses leap to 220 PS and torque peaks at 190 lbft.





TECHNICAL SPECIFICATION

LOTUS ELISE CUP

Eligible to race in the following series:
Lotus Cup Europe
Lotus Cup UK
Lotus Cup USA
Lotus Cup Italy
Lotus Cup Thailand
Lotus Cup Japan
Elise Trophy

POWERTRAIN SPECIFICATION

Engine	All alloy, 1.8 litre DOHC 4 cylinder dual VVT-i and valvematic, 16-valve with Magnusson R900 supercharger utilising Eaton TUS technology
Engine Management	Lotus EFI controller
Diagnostics	MIL
Gearbox	6 speed manual with sports ratios
Gear Shift	H pattern
Exhaust System	Sports stainless steel silencer
Exhaust Noise	98 dB (A) at 3/4 max rpm
Battery	Lightweight performance battery

SERVICE INFORMATION

Different service schedules and component life cycle limits apply to this vehicle

PERFORMANCE SPECIFICATION

Max Power	1.85 220 PS @ 6800 rpm*
Max Torque	1.85 250 Nm @ 4600 rpm
Max Engine Revs	7000 rpm
Fuel Rating	98 RON minimum
Engine Position	Transverse mid-mounted
Unladen Vehicle Mass	900 kg**

OPTIONS AVAILABLE

Passenger seat with 4 point harness
70 litre FIA Fuel Cell
Alloy Fuel Tank 54ltrs
Air-conditioning
Cup R paint scheme (as shown on page 31)
Ultra lightweight forged wheels

INTERIOR SPECIFICATION & SAFETY EQUIPMENT

Steering Type	Rack and pinion, quick release steering wheel
Instruments/Controls	Lotus Dynamic Performance Manager (Lotus DPM), fire extinguisher and electrical cut out
Seat	FIA approved competition seat on fixed mounting frame - HANS compatible (Drivers only, passenger optional)
Seat Belts	FIA approved 6 point competition harness - HAN compatible (Drivers only) 4 point belt supplied with passenger seat option

EXTERIOR SPECIFICATION

Body Panel	Front splitter with moulded end plates, larger rear diffuser, sculpted rear wing and barge boards with shaped aerodynamic aids to reduce the drag coefficient.
Colour	Standard pallet range

VEHICLE SPECIFICATION

Chassis	Lightweight bonded aluminium structure, FIA approved roll cage, front and rear towing eyes
Suspension Front/Rear	Double wishbone suspension, one way adjustable dampers, Elbach coaxial coil springs, sports anti-roll bar
Braking System	Lotus/Bosch track tuned ABS with Electronic Brake Distribution (EBD) and Cornering Brake Control (CBC)
Brakes Front	Standard front callipers, race pads
Brakes Rear	Standard rear callipers, race pads
Wheels	Black, forged alloy, 10-spoke
Tyres	175/55 R16 + 225/45 R17
Fuel System	Standard 40 litre fuel tank, optional 70 litre FT3 fuel cell
Fuel Tank/Capacity	40 / 70 litres
Fuel Tank/Filler	Pump style filler
Engine Cooling	Triple pass radiator with aluminium end tanks
Differential	Electronic Differential Lock (EDL)

* Please note that in order to comply with the power to weight regulations of some of the above series it is necessary to cap the power at 184 BHP
** Dependant on spec



THE LOTUS CUP SERIES

We have officially sanctioned a one-make series in many parts of the world, and you can drive to the track, race, and then drive home.

The Lotus Cup is open to all Lotus owners and their Elises, Exiges, Evoras, 340R's and 2-Elevens. If you have a yearning to experience Earth's best circuits, exploit the full potential of your wheels and put your talent to the test, there are few better ways to spend your weekend.

The series is independently run yet backed by the Lotus factory, and comes with the kind of organisation, safety, technical support, facilities and hospitality you would expect from a premium brand. We also welcome the new Lotus Exige V6 Cup car, the perfect sports car for the road as well as perfectly at home on track.

The popular Lotus Ladies Cup is also back for a third year in 2013.



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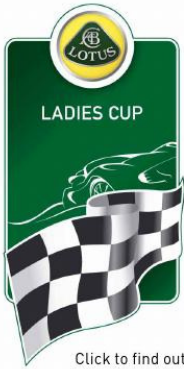
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WEEKEND RACE SUPPORT

Lotus Racing are pleased to offer support for Race Weekends. Our Race Engineers and Technicians have been involved in the design of your vehicle from conception, through the R&D process, release into production and handcrafting your vehicle. There is no better to support you and your vehicle in the hostile race environment.

This package can be tailored to your requirements and is highly recommended for customers racing with a new vehicle for the first time. Please contact us for further information.



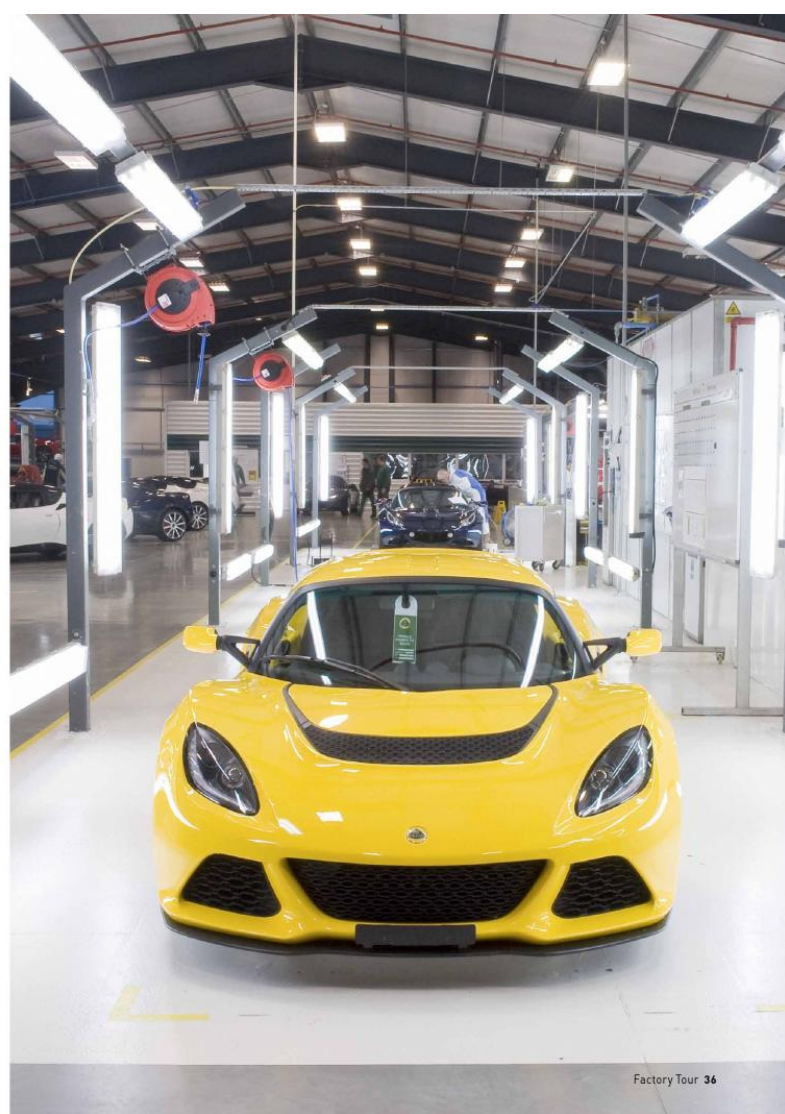
FACTORY TOUR

When you visit our impressive manufacturing facility at Hethel, Norfolk UK, you'll explore the epicentre of Lotus and discover how our world class, high performance sports cars are individually handcrafted and what makes them so special.

No two tours are ever really the same at the Lotus factory, where precision manufacturing is beautifully combined with innovative engineering. Discover the

history and heritage of Lotus as you follow each step in the creation of our magnificent machines, and take a walk through the years that saw the company develop from one man's vision into the automotive thoroughbred it is today, and the exciting prospects that are just around the corner.

A factory tour at Hethel is a must for all Lotus lovers!





LOTUS DRIVING ACADEMY

The track is clear and as the mid-mounted engine roars behind you, you flick through the close-ratio gears, aim the nose at the apex of an unravelling corner, and feel the grip and responsiveness of one of Lotus' hottest, track-developed sports cars. There are no speed limits here. You're now a member of the Lotus Driving Academy.

The Lotus Driving Academy has been developed to cater to our fellow car enthusiasts including the Lotus driver of today and tomorrow. At the Lotus Driving Academy you can explore the Lotus Hethel test track under the guidance of our world-class instructors, honing your

skills behind the wheel and maximising your driving enjoyment.

And if a road-legal car is too tame to quench your need for speed, get to grips with the exhilarating Evora GT4 - as driven by our famous works drivers - and discover for yourself what being a Lotus racer is all about.

All our programmes feature exclusive 1:1 tuition to ensure you get the most out of your course, and we welcome drivers of all levels of experience.

[Click to find out more](#)



RACE VEHICLES ONLY

All race vehicles shown within this brochure are for competition use only and NOT covered by standard manufacturer's warranty*. Terms and conditions apply. No road-type approval documentation or certificate of conformity is supplied with the vehicle. Different service and maintenance procedures apply. Any type of timed, competitive vehicle use requires that a suitably qualified specialist apply expert levels of vehicle preparation and servicing.

Customers are responsible for ensuring their vehicle is compliant with specific race regulations. Lotus reserve the right to change the price, specification and options at any time. All specification, price and options are correct at time of going to press November 2013. Customer's statutory rights are not affected. Images are for illustration purposes only. Lotus Racing is a trading name of Lotus Cars Ltd, registered address Potash Lane, Norwich, Norfolk NR14 8EZ, England.

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*The Exige V6 Cup is a road-going vehicle and retains a manufacturing warranty

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