“Simplify, then add lightness”
THE LOTUS EVORA
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A UNIQUE PLACE IN HISTORY

From the original Elite to the latest Evora, Lotus has remained true to its founding principles. Lightweight construction, efficient use of the minimum number of parts, a perfectly balanced chassis and tactile, communicative steering are evident in every driving icon to proudly carry the Lotus badge.

Since the day Colin Chapman established Lotus in 1952, the company has never ceased to innovate. This has earned Lotus a distinguished place in motorsport history. In Formula 1 alone, Lotus has achieved 91 victories, 102 pole positions and 13 World Championships from over 500 Grand Prix starts. Lotus designs have also beaten the best in World Rally, Le Mans, Indy Car, Touring Car and numerous Sports Car and GT classes around the world.

Colin Chapman applied pioneering, lightweight engineering to every one of his race and road cars. He is widely regarded as one of the most influential automotive engineers of all time. From the introduction of the monocoque chassis, to vented wings, ‘ground effect’ and active suspension, Chapman’s innovations changed racing car design forever. Lotus continues to push the boundaries of automotive design and engineering today with expertise in lightweight construction, performance electronics, the bonded aluminium chassis, the world’s only mid-engined 2+2 sports car and industry benchmark steering, ride and handling. A deeply ingrained passion for innovation remains at the heart of everything Lotus does today.

“If you’re not winning, you’re not trying.”

Colin Chapman
Throughout the 1950’s, Lotus constructed a series of aerodynamically advanced, lightweight Sportsracers. Tyed by the revered Lotus Eleven that won its class at Le Mans in 1957, all were spectacular examples of Colin Chapman’s ethos. His passion for innovative, lightweight engineering was best encapsulated by his famous quote from the launch of the Lotus Seven in 1957: “to increase performance, add lightness.”

Chapman’s engineering ideals, proven time and time again in the toughest of environments, are more relevant today than ever. They live on in the celebrated Lotus Elise. Launched to great acclaim in 1996, this mid-engined, rear-wheel drive, ultra-light thoroughbred redefined the sports car once again. Its revolutionary, bonded aluminium chassis delivers the ultimate driving sensation, providing exceptional feedback with thrilling acceleration and extremely low running costs for the performance on offer. Over two decades later, it remains unmatched for precision, agility and pure driving engagement.

Today, the Lotus Lightweight Laboratory maintains Colin Chapman’s legacy and ensures that his ethos is applied to every new model. After a complete strip down, every component is assessed and optimized through redesigns, change of material, change of supplier or integration. If one part can be made to do the job of several, this is where it happens. Improvement is continuous. The quest to add lightness never ends. The result is the fastest, most exciting, most capable range of road cars Lotus has ever built.
The name Lotus is synonymous across the world with sublime handling and exceptional vehicle dynamics. The key to it all is that every Lotus is designed and engineered from scratch with a singular focus. Every Lotus is purpose-built to be a pure sports car. Any mass-produced saloon or hatchback can be made to go faster but it’s never the optimal starting point for a performance car. For that, you need an exceptionally light, rigid chassis designed by a company with seven decades of elite-level motorsport experience. Every Lotus, from the Elise Sport 220 to the Evora GT410 Sport, benefits from a bespoke, motorsport tested, bonded aluminium chassis. The pioneering process of bonding aluminium extrusions remains state-of-the-art today and provides the ideal platform for some of the highest quality suspension components to be found on any road car.

Each and every Lotus car features the optimal, cost-no-object design of unequal length double wishbones for superior kinematics, absolute precision, intuitive response and maximum tyre grip. With all four contact patches optimally controlled, the Elise can generate astonishing cornering forces from modest tyres. Very few car companies today offer such high quality suspension across the range. Then again, very few car companies focus exclusively on purpose-built sports cars.

The other secret to world-renowned ride and handling expertise, is the on-site test track at Hethel. A luxury enjoyed by few other car makers, it allows Lotus to develop cars faster and more intensively. Every Lotus is painstakingly honed to extract every last drop of dynamic performance from each component – remaining true to Colin Chapman’s principle of performance through light weight.
THE LOTUS EVORA
Like every Lotus before it, the Evora benefits from a unique approach to driving dynamics. It’s a car for devoted drivers who enjoy race car responses but also want some refinement and practicality for the open road. Designed and engineered to ensure that the driver is fully immersed in a sensory experience, it’s capable of making even the most ordinary drive feel special. Expertise earned from seven decades in motorsport has been applied to develop a sports car with equal prowess on both road and track. In race form, the Evora STS is a proven winner, successfully competing in numerous endurance series, including the MSA British Endurance Championship, American Le Mans Series and the Le Mans 24-hours. Back on the road, the Evora rewards its driver with vivid communication, sublime handling, exquisite poise and real usability across all road surfaces and at all speeds.

The essence of the Evora is found in its exceptional engineering and focus on real-world performance. Production combines high-technology processes with hand-finishing techniques, from chassis construction through to final assembly. Teams of specialists oversee every process, ensuring that high-quality engineering standards are met during every stage of the build. Completed cars undergo rigorous rolling road and water-ingress tests to ensure absolute reliability and performance.

The state-of-the-art chassis is unique to the Evora. Constructed using bonded aluminium extrusions, it’s extremely light yet incredibly stiff with a central tub forming the driver’s cockpit and safety cell - a process widely used in modern racing car construction. Its unique design delivers exceptional torsional rigidity - it takes 27,000 Nm to twist it just one degree. This rigidity allows Lotus engineers to fine-tune the forged aluminium, double wishbone suspension for more compliance, improving ride comfort without compromising the exceptional handling dynamics.
First and foremost a pure driver’s car for the road, the Evora proves that the value of motorsport engineering extends far beyond the race track. Its functional aerodynamics, bonded aluminium chassis, Bilstein dampers, Eibach springs, forged aluminium wishbones and AP Racing brakes are all motorsport grade, intelligently applied for road use. The Evora’s sobering dynamic abilities were honed by countless development miles on some of the world’s most demanding roads and test facilities.

Focused driving is effortless with precise, intuitive steering response allied to huge reserves of mechanical grip, agility and poise. As the twisting tarmac disappears beneath you, the Evora flows, settling into a rhythm, smoothing out rough surfaces, breathing with the road for an enthralling, immersive driving experience.

Whatever the road throws at you - sweeping curve, challenging hairpin or undulating straight, the Evora demonstrates complete mastery over them all. An elegant, low-drag, fastback design combines fluid lines and a swept-forward cabin with an athletic stance and distinctive presence. The meticulously weighted hydraulic power steering remains an industry benchmark. A tactile delight, it displays total fluency on the road, transmitting authentic feedback directly to the driver while filtering out unwanted noise, keeping you focused and uniquely connected to the road.
THE LOTUS EVORA
GT410 SPORT

Relentless development has led to the next evolution of Evora. The starting new GT410 Sport takes the Evora’s unique attributes to spectacular new heights. Small car agility, precision and responsive, meets GT car refinement and comfort like never before.

Re-tuned with advanced aerodynamic elements taken straight from the limited production Evora GT430, the GT410 Sport generates significantly more downforce than its predecessor with no increase in drag. So much so, that it is now the most aerodynamically efficient Lotus of all. As a pure driver’s car it remains unchallenged in its class, setting new standards for precision, communication and driver engagement at all speeds.

Available as both a two-seater or 2+2, with a choice of 6-speed manual or paddle-shift automatic transmissions, a wide range of options allows you to specify your car for enhanced comfort or greater track focus. Featuring exquisite wide range of options allows you to specify your car for enhanced comfort or greater track focus.

## TECHNICAL SPECIFICATION

### PERFORMANCES

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<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>Max power (hp)</td>
<td>396 @ 7500 rpm (410 Nm)</td>
<td>396 @ 7500 rpm (410 Nm)</td>
</tr>
<tr>
<td>Max torque (lb ft)</td>
<td>302</td>
<td>302</td>
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<tr>
<td>0-60 mph (sec)</td>
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<td>4.0</td>
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<td>0-100 km/h (sec)</td>
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<td>4.1</td>
</tr>
<tr>
<td>Max speed (mph)</td>
<td>174 (280 km/h)</td>
<td>174 (280 km/h)</td>
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### CHASSIS AND BODY

- 450 mm wide rear track
- 350 mm wide front track
- Lightweight, forged aluminium multi-link rear suspension (20" 10.5J rear 10 spoke alloy wheels) in silver or black
- Lotus designed, lightweight, forged aluminium wheels (19" 8J front and 20" 9.5J rear alloy wheels)
- Drive/Sport/Race lock-to-lock steering system, with 2.86 turns lock-to-lock
- Lotus tuned, hydraulically-assisted, Bilstein® sports dampers
- Carbon fibre roof panel
- Carbon fibre front access panel
- Carbon fibre louvred backlight with integrated rear spoiler and lightweight carbon fibre tailgate

### ENGINE AND TRANSMISSION

- 3.5 litre V6, 24-valve, water cooled, all-aluminium engine
- Edelbrock supercharger
- Oil cooled, dry sump, 6-speed manual transmission, with gearbox cooler
- Fitted with front and rear drive axles, double wishbone suspension, coil-over springs, with 2.86 turns lock-to-lock steering system, with 2.86 turns lock-to-lock steering system
- Lotus tuned, Öhlins® TTX Race suspension package: compression and rebound; twin dampers – twenty click adjustment
- Lotus-tuned, Öhlins® TTX Race suspension package: compression and rebound; twin dampers – twenty click adjustment

### EXTERIOR SPECIFICATION

- Two-tone or solid painted finish
- Blacked-out, oval exhaust finisher
- Mirror caps in gloss black finish
- Side sills in matt black finish
- Tyre pressure monitoring system
- Tyre pressure monitoring system

### INTERIOR SPECIFICATION

- Lotus developed steering wheel
- Black Alcantara®, with contrast twin stitching in yellow or red
- Alcantara® with contrast twin stitching in yellow and white
- Black leather and Alcantara®

### OPTIONS

- SPORTS SUSPENSION PLUS
- TOURING SUSPENSION
- LIGHTWEIGHT SUSPENSION
- SPORTS BRAKE PACKAGE
- TOURING BRAKE PACKAGE

### OPTIONS: LIGHTWEIGHT PERFORMANCE

- Lotus designed, ultra-lightweight, forged aluminium wheels (19" 8J front and 20" 10.5J rear alloy wheels)
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### OPTIONS: EXCLUSIVE OPTIONS

- LOTUS EXCLUSIVE OPTIONS
- PAINT OPTIONS
- LUXE EXCLUSIVE OPTIONS

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PAINT OPTIONS

SOLID YELLOW C206
SOLID RED C183

METALLIC PAINTS

EVORA SILVER C180
METALLIC GREY C185
METALLIC BLACK C186
METALLIC DARK GREY C213

METALLIC SILVER C190
METALLIC WHITE C201
RACING GREEN C203
METALLIC BLUE C202
METALLIC ORANGE C205
METALLIC LIGHT BLUE C208

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