



2010 Lotus Exige Cup 260



Lotus have been producing the "Cup" series since 2006 when it unveiled the Cup 240. For the 2010 model year they have referenced styling cues from the Exige GT3 and increased specification, improved efficiency and enhanced handling. While very much track focused the Cup edition is still road registerable and a relatively good daily commuter, for those of us that don't mind small sacrifices in practicality.

With a 0-100 k time of just 4.1 seconds, traffic lights become entertainment - not that I encourage that sort of thing. And while you are having immense fun you can also feel socially responsible with emissions of just 199 g/km CO2.

A primary reason for both these figures is at the very heart of the Lotus ideology; efficiency through weight subtraction. For the 2010 Cup model Lotus has increased use of carbon fibre added lighter weight wheels and increased by rear chassis stiffness by 30%. Since the introduction of the Cup in 2006 there has been a 38kg reduc-

tion in weight - a very significant number when you look at the base number of just 890 kg. A 12 kg reduction has been achieved over the 2010 Exige S via the use of Carbon fibre for the roof panel, FIA and HANS compliant driver and passenger seats, carbon fibre dash top panel, tailgate, centre tunnel, front access panels, front splitter (carbon chord), side air intake ducts and new rear spoiler (carbon chord)

A further 22 kg weight subtraction has been done by using other lightweight components including; new motorsport battery, ultra-light five spoke forged alloy wheels, revised rear engine subframe with lightweight coating, lightweight fly wheel, a composite bulkhead panel replacing the rear window and alloy supercharger U-bend pipes

The 2010 Model Year Exige Cup 260 is homologated for road use in Europe, Asia and North America and is an ideal car for many series where a road legal car is required. The Lotus Exige Cup 260 is also

2010 Lotus Exige Cup 260

- Transverse, Mid Engine
- Road & Track
- Toyota 2ZZ-GE, Aluminum Inline-4
- 0-100km/h 4.1 sec
- 0-100mph 9.secs
- Top Speed 245 kph

eligible to compete in the Lotus Cup Europe race series, organized and run by LoTRDC.

The natural finish carbon composite rear wing is based on the design from the Exige GT3 concept and is mounted 46 mm higher and 61 mm further back than on the 2009



2010

Lotus

Exige Cup 260



Model Year Exige Cup 260, it is also 181 mm wider. The new wing increases stability, reduces drag while maintaining the same downforce of 42 kg at 160 km/h.

The front has been restyled with a larger air intake with better airflow to improve the efficiency of the engine. Two larger air intakes in front of the front wheels increase the airflow to the twin oil coolers. At the front there is also a new aerodynamic splitter

At the rear the diffuser and a new structural shear link the engine and

suspension subframe to the main chassis giving increased lateral stiffness. Ohlins two-way adjustable dampers now come as standard.

Fuel economy is impressive with a Combined Cycle figure of 8.5 litres / 100 km (reduced from 9.1 litres / 100 km (combined) for the 2009 Model Year Exige Cup 260. As I said - a car for the socially responsible boy (or girl) racer.

Rod Halligan



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Year 2010
Type Road, Race and track day

ENGINE

Configuration Toyota 2ZZ-GE, Inline-4
Layout Traverse Mid
Valvetrain 4 Valves per cylinder DOHC
Fuel feed Multi-Point Sequential Injection
Displacement 1796 cc / 109.6 in³
Power 260 PS @ 8000 rpm
Torque 158.6 lbft / 215 Nm

BODY

Glass Reinforced Composite Body over Bonded Aluminum Tub Chassis w/Rear Steel Subframe

Weight 890 kg
Length 3797 mm / 149.5 in
Width 1727 mm / 68.0 in
Height 1159 mm / 45.6 in

DRIVE

Rear Wheel Drive
Transmission C64 6-Speed w/Sports-Type Clutch

SUSPENSION

Front Unequal Wishbones
Ohlins Springs,
Adj Dampers, Adj Anti-Roll
Rear Unequal Wishbones
Ohlins Springs,
Adj Dampers, Adj Anti-Roll

WHEELS / TYRES / BRAKES

Wheels Lotus Sport lightweight forged alloy
Front tyres Yokohama A048R
Rear tyres Yokohama A048R
Front brakes Vented Discs w/4-Piston AP Racing Calipers x 308 mm / x 11.1 in
Rear brakes Vented Discs w/4-Piston Brembo sliding Calipers x 282 mm / x 11.1 in

PERFORMANCE

0-100km/h 4.1 secs
0-100mph 9.9 secs
Top Speed 245 kph

British

Sportscar