



Lotus Elise - 2011



Lotus are introducing styling elements from the Evora for the first significant change to the Elise in 7 years. The first generation Elise was launched 14 years ago, so with this essentially third generation re-style, we must now undoubtedly be looking at the British equivalent of the 911 - a car that becomes an icon with a layout and style that is still recognisable through shifts in company design language.

What will never change with the Elise is its focus on efficient performance. The styling changes to the nose, tail, headlamps, grill and side vents are far from just cosmetic and have resulted in a 4 percent reduction to the Cd. The new look gives a wider, more purposeful stance. Whilst instantly recognisable as an Elise the changes are considerable, but it is all about evolutionary detailing. There is a new "twin-spine" engine cover, new rear diffuser and rear bumper that now includes the licence plate. The new headlamp units get sculptured LED lighting guides (with daytime running lamps). Also at the front the Lotus "mouth" gets

crisper detailing and new lightweight aluminium mesh grill.

For 2011 the base model gets a new 1.6 litre Valvematic engine, Toyota sourced of course, (without a sticky accelerator pedal). While 200cc smaller than the outgoing engine it produces similar power (136 PS, 100 kW, 134 hp at 6800 rpm) and maximum torque is 160 Nm, 118 lb-ft at 4400 rpm. There is a big advantage for this engine though with a 23% improvement to fuel economy, now 6.14 litres / 100km (46 mpg). This is a phenomenal figure for such a high performance car. Further efficiency improvements are seen with a 13% reduction in CO2. The new engine is mated to a new 6-speed manual gearbox, with closer and more performance orientated ratios than the old 5 speed box.

The R and SC version get the same Toyota-sourced 1.8-liter with 192 hp in naturally aspirated form and 217 hp with

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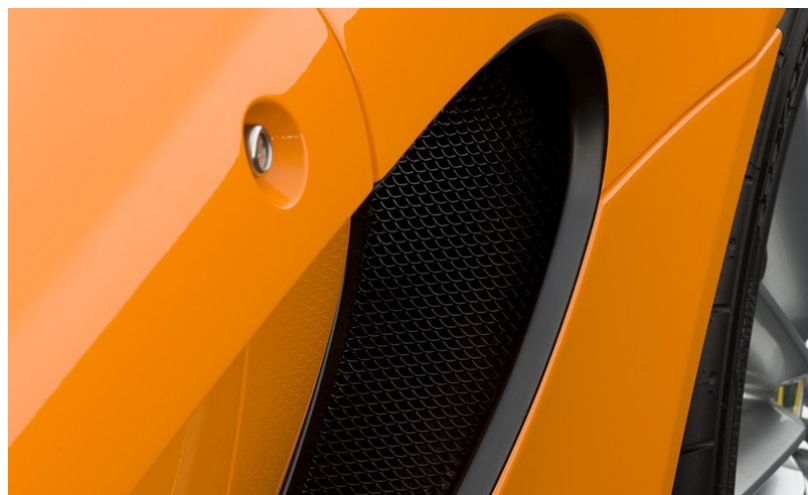
- 1.6 litre Valvematic engine - base model
- Transverse, Mid Engine
- 0 - 60 mph 6.0 seconds (base)
- 0 - 60 mph 4.3 seconds (SC)
- 233 km/h (145 mph)
- 876 kg

the supercharger.

The new 2011 model year Elise is set to debut at the 80th International Geneva Motorshow.

Rod Halligan





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Launched 2010 Geneva Motorshow

ENGINE

Configuration Inline-4 (Toyota)
1ZR-FAE - Base
Layout Traverse Mid
Valvetrain 4 Valves per cylinder DOHC
Variable Valve Timing-intelligent
Fuel feed Multi-Point Sequential Injection
Displacement 1.6 litre
Power 100 kW 134 hp
@ 6800 rpm
Torque 160 Nm, 118 lb-ft
@ 4400 rpm

BODY

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

Weight 928 kg / 2046 lbs

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

DRIVE

Rear Wheel Drive
Transmission Close ratio 6-Speed

SUSPENSION

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

WHEELS

Wheels 6-Spoke Lightweight
Cast Alloy

PERFORMANCE

Base
0 - 60 mph 6.0 seconds
0 - 100 km/h 6.7 seconds
Maximum speed 200 km/h (124 mph)

Lotus Elise R
0 - 60 mph 5.1 seconds
0 - 100 km/h 5.4 seconds
Maximum speed 222 km/h (138 mph)

Lotus Elise SC
0 - 60 mph 4.3 seconds
0 - 100 km/h 4.6 seconds
Maximum speed 233 km/h (145 mph)