



ELISE

Change the rules



*It's not how fast it can go.
It's how your heart beats
in a few seconds.*

Never mind that Lotus is one of the world's legendary sports car marques, or that every Lotus was borne out of ingenious, clever engineering. It doesn't really matter that the ride and handling of the Lotus Elise is outstanding, or that its sharp communicative steering, quick throttle response, precise braking and balanced aerodynamics all contribute to the Lotus experience of sublime performance.

What really matters is when you get that shiver down your spine.

Or why all your senses just get fixated on one thing.

Try driving a Lotus Elise and you'll realise.

That it's just you.

And your Lotus Elise.

And that's all you'll care about.



Auxiliary front driving lamps
available as option



Change the rules



ELISE



Engine	Mid mounted, transverse, 1796cm ³ , K-series engine, aluminium lightweight construction, 4 cylinders in line, water cooled, naturally aspirated with direct acting double overhead camshafts with Variable Valve Control (VVC), hydraulic tappets, 4 valves per cylinder, multi-point sequential fuel injection and electronic ignition.
Engine management	Lotus engine control unit.
Max power	89.7kW (120hp, 122PS) @ 5600min ⁻¹
Max torque	168Nm (124lbft, 17.1kgm) @ 4500min ⁻¹
Power to weight ratio	114kW/t (153hp/t, 155PS/t)
Specific power output	49.9kW/l (66.8hp/l, 67.9PS/l)
Emissions control	Three way catalytic converter, European III emissions and on-board diagnostics (OBD) compliant.
Transmission	PG1 gearbox, aluminium lightweight construction, 5-speed, close ratio, constant mesh helical gears and open differential.
Suspension	Fully independent suspension utilising unequal length wishbones, Bilstein mono-tube gas damper, Eibach coaxial coil spring at each corner and front anti-roll bar.
Chassis	Lotus designed lightweight structure of epoxy bonded aluminium alloy extrusions with integral steel seat belt support structure and lightweight steel rear subframe.
Steering	Solidly mounted mechanical rack and pinion steering box with 2.8 turns lock-to-lock.

Brakes

Non vacuum-assisted hydraulic master cylinder with Lotus/AP-Racing twin-piston fixed aluminium alloy front brake calipers, Brembo single-piston sliding rear calipers and 282mm diameter, 26mm thick front and rear cast-iron ventilated discs.

Gear ratios	First	2.923:1	Second	1.750:1
	Third	1.308:1	Fourth	1.033:1
	Fifth	0.848:1	Reverse	3.000:1
	Final drive	4.200:1		

0-60mile/h 5.7s

0-100km/h (0-62mile/h) 5.9s

0-100mile/h 17.2s

Maximum speed 128mile/h (202km/h)

Fuel consumption	(/l100km)		
	urban	9.7	(mixed)
	extra urban	6.1	46.3
	combined	7.4	38.2

CO₂ emissions 177g/km (UK VED band C)

Weight distribution 38% Front - 62% Rear

Fuel tank capacity 32l (7.0gal)

Luggage capacity 115l / 50kg

Lotus cars reserves the right to change or amend specifications and options at any time without prior notification. All specifications and options are correct at time of going to press. To check specifications please contact your nearest official Lotus Cars dealer.

Auxiliary front driving lamps available as option

*It's not about the feeling.
It's about 'why' you feel it.*

You may not notice how the hand stitched leather seats comfort and hold you, or how the carefully crafted interior increases your enjoyment of the car. You may not even notice the way the steering wheel feels, gripped lightly between your hands, or how the pedals react under your feet.

Not straight away.

It's not until that one defining moment that you realise that the Elise is not like other cars, it is singular perfection; the perfect package.



Change the rules



ELISE 111S



Engine	Mid mounted, transverse, 1796cm ³ , K-series engine, aluminium lightweight construction, 4 cylinders in line, water cooled, naturally aspirated with direct acting double overhead camshafts with Variable Valve Control (VVC), hydraulic tappets, 4 valves per cylinder, multi-point sequential fuel injection and electronic ignition.
Engine management	Lotus engine control unit.
Max power	116kW (156hp, 156PS) @ 7000rev ⁻¹
Max torque	175Nm (129lb.ft, 17.8kgm) @ 4650rev ⁻¹
Power to weight ratio	144kW/t (194hp/t, 196PS/t)
Specific power output	64.6kW/l (86.9hp/l, 88.0PS/l)
Emissions control	Three way catalytic converter. European III emissions and on-board diagnostics (OBD) compliant.
Transmission	PG1 gearbox, aluminium lightweight construction, 5-speed, close ratio, constant mesh helical gears and open differential.
Suspension	Fully independent suspension utilising unequal length wishbones, Bilstein mono-tube gas damper, Eibach coaxial coil spring at each corner and front anti-roll bar.
Chassis	Lotus designed lightweight structure of epoxy bonded aluminium alloy extrusions with integral steel seat belt support structure and lightweight steel rear subframe.
Steering	Solidly mounted mechanical rack and pinion steering box with 2.8 turns lock-to-lock.

Brakes

Non vacuum-assisted hydraulic master cylinder with Lotus/AP-Racing twin-piston fixed aluminium alloy front brake calipers. Brembo single-piston sliding rear calipers and 282mm diameter, 26mm thick front and rear cast-iron ventilated and cross-drilled discs.

Gear ratios	First 3.250:1 Third 1.307:1 Fifth 0.548:1 Final drive 3.937:1	Second 1.894:1 Fourth 1.033:1 Reverse 3.000:1
0-60miles/h	5.1s	
0-100miles/h (0-62miles/h)	5.3s	
0-100miles/h	14.0s	
Maximum speed	132miles/h (212km/h)	
Fuel consumption	(l/100km)	(miles/gal)
	urban 8.4	33.1
	extra urban 5.4	52.3
	combined 6.9	40.9
CO ₂ emissions	163g/km (UK VED band B)	
Weight distribution	38% Front - 62% Rear	
Fuel tank capacity	32l (7.0gal)	
Luggage capacity	115l / 50kg	

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*Addictions make your heart
race and leave you
breathless.*

This one is no different.

The 111R is the pinnacle of the Elise range.

Its VVT-i engine delivers 189hp and exhilarating performance in a blip of the throttle, pure communication between man and machine.

The finely tuned chassis harnesses the increased power effortlessly, while razor sharp dynamics embrace your every wish. It's this bond between you and your Lotus that brings every nuance in the road direct to your fingertips, taking you on the journey of your life, every time.



Change the rules



ELISE 111R



Engine	Mid mounted, transverse, 1796cm ³ , 222-GE engine, Metal Matrix Composite (MMC) & aluminium lightweight and compact construction, 4 cylinders in line, water cooled, naturally aspirated with double overhead camshafts exploiting a Variable Valve Timing & Lift with intelligence (VVTL-i) system, hydraulic tappets, 4 valves per cylinder, multi-point sequential fuel injection and electronic ignition.
Engine management	Lotus engine control unit.
Max power	141kW (189hp, 192PS) @ 7800min ⁻¹
Max torque	181Nm (133lbft, 18.5kgm) @ 6800min ⁻¹
Power to weight ratio	164kW/t (220hp/t, 223PS/t)
Specific power output	78.5kW/l (109hp/l, 107PS/l)
Emissions control	Three-way catalytic converter. Euro IV emissions compliant with full on-board diagnostics (OBD).
Transmission	054 gearbox, aluminium lightweight construction, 6-speed, close ratio, constant mesh helical gears and open differential.
Suspension	Fully independent suspension utilising unequal length wishbones, Bilstein mono-tube gas damper, Eibach coaxial coil spring at each corner and front anti-roll bar.
Chassis	Lotus designed lightweight structure of epoxy bonded aluminium alloy extrusions with integral steel seat belt support structure and lightweight steel rear subframe.
Steering	Solidly mounted mechanical rack and pinion steering box with 2.8 turns lock-to-lock.

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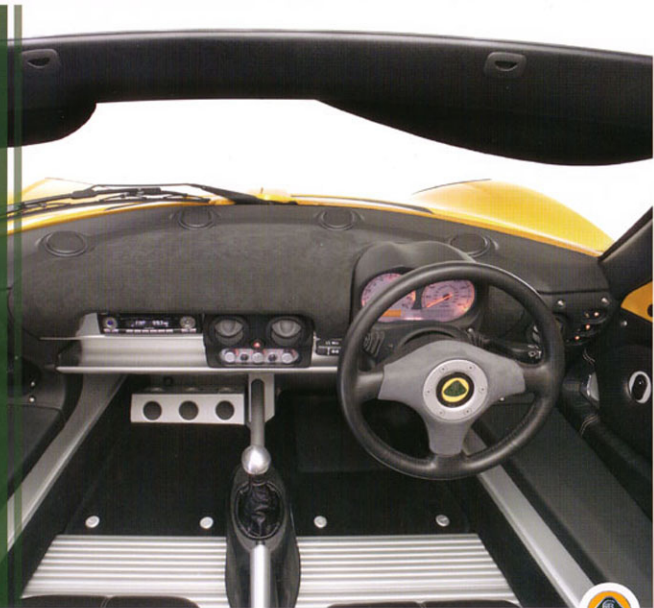
Brakes *

Servo-assisted, track tuned 4-channel Anti-lock Braking System (ABS) with Lotus/AP-Racing twin-piston fixed aluminium alloy front brake calipers, Brembo single-piston sliding rear calipers and 262mm diameter, 26mm thick front and rear cast-iron ventilated & cross-drilled discs.																		
Gear ratios	<table border="0"> <tr> <td>First</td> <td>3.116:1</td> <td>Second</td> <td>2.050:1</td> </tr> <tr> <td>Third</td> <td>1.481:1</td> <td>Fourth</td> <td>1.166:1</td> </tr> <tr> <td>Fifth</td> <td>0.918:1</td> <td>Sixth</td> <td>0.815:1</td> </tr> <tr> <td>Reverse</td> <td>3.250:1</td> <td>Final drive</td> <td>4.529:1</td> </tr> </table>	First	3.116:1	Second	2.050:1	Third	1.481:1	Fourth	1.166:1	Fifth	0.918:1	Sixth	0.815:1	Reverse	3.250:1	Final drive	4.529:1	
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Reverse	3.250:1	Final drive	4.529:1															
0-60m/s	4.9s																	
0-100km/h (0-62m/s)	5.2s																	
0-100m/s	13.0s																	
Maximum speed	150m/s (241km/h)																	
Fuel consumption	(l/100km)	(mile/gal)																
	urban 12.1	23.3																
	extra urban 6.8	41.5																
	combined 8.8	32.1																
CO ₂ emissions	208g/km (UK VED band D)																	
Weight distribution	38% Front - 62% Rear																	
Fuel tank capacity	40l (8.8gal)																	
Luggage capacity	112l / 50kg																	

The Elise was borne out of the philosophy of 'Performance through lightweight'.

Excitement and beauty created by the bare minimum. There comes a time however when you realise that all things in the world can be enhanced.

Elise options have been created and engineered to look and perform to the same exacting and dynamic standards that benefit the cars they adorn.



Change the rules



Options

	Elise	Elise 111S	Elise 111R
Audio Equipment			
Audio kit	o	*	*
Radio/Single CD player	o	*	*
Radio/Cassette player & CD changer	o	o	-
Digital Radio/Single CD & MP3 player	-	-	o(TP)
Comfort			
Additional sound insulation	-	*	o(TP)
Thermally insulated soft-top	-	*	o(TP)
Air conditioning	o	o	o
Electric windows	-	*	o(TP)
Manual windows	*	-	*
Leather trimmed sports steering wheel	*	*	*
Polished aluminium handbrake sleeve	-	*	*
Remote central door locking	-	*	*
Paint and trim			
Carpet mats	*	-	-
Carpet mats with aluminium passenger foot rest	o	-	*
Full interior carpet with aluminium passenger foot rest	o	*	o(TP)
Cloth interior	*	-	-
Half leather interior trim	-	-	*
Leather interior	o	*	o(TP)
Alcantara interior	o	NCO	NCO
Metallic paint	o	o	o
Custom paint	o	o	o
Soft-top - Black	*	-	*
Soft-top (Red, Blue or Green) Thermal	-	o	o(TP)
Soft-top - Black Thermal	-	*	o(TP)

Key

- * Standard
- o Optional
- Not Available
- o(TP) Optional (From Touring Pack)

	Elise	Elise 111S	Elise 111R
Security & Safety			
Alarm and immobiliser	*	*	*
Auxiliary front driving lamps	o	*	o(TP)
Front mud-flaps	*	*	*
Hard-top	o	*	o
High level third brake lamp	*	*	*
Interior storage net	o	*	o(TP)
Sun visors	o	*	*
Tool kit	*	*	*
Tyre puncture repair aerosol	*	*	*
Wheels and Brakes			
6-spoke alloy wheels - silver	*	-	-
6-spoke alloy wheels - black finish	o	-	-
8-spoke alloy wheels - Hi-power silver finish	-	*	*
8-spoke alloy wheels - black finish	-	o	-
Cross-drilled brake discs	o	*	*
Anti-lock Braking System (ABS) with servo assistance	-	-	*
Option Packages			
Touring Pack:-	-	-	o
<ul style="list-style-type: none"> • Sound insulation • Auxiliary front driving lamps • Carpet set with lightweight aluminium passenger footrest • Leather interior (or Alcantara) • Electric windows • Interior storage net • Blaupunkt Woodstock - DAB radio, CD R/W compatible, MP3, MMC/SD card reader 			

*We've always been
disrespectful of convention.
Thus we earned respect.*

Convention never meant much to us at Lotus. It is there to be challenged. To be broken. Call it irreverence. Or a nagging need to be unconventional and extraordinary. The thinking man's sports car must involve the driver in every level. Much like a jealous lover, it demands constant attention. It's one inconvenience you don't mind at all.

Without control power means nothing.

Without the Elise, emotion is lost.

Are you willing to take control?



Change the rules



Philosophy



In 1957 The rules said you couldn't make a monocoque GRP car
So we changed the rules
Lotus Elite, world's first workable glass fibre monocoque

In 1962 The rules said in Formula 1 you can't use the body of a car as a chassis
So we changed the rules
Lotus Type 25 was the first F1 racecar to use a chassis based upon a monocoque construction

In 1977 The rules said wings are the primary way to create downforce on an F1 car
So we changed the rules
Lotus Type 78 applied the Venturi principle to generate downforce

In 1987 The rules said you have to build a car to develop it
So we changed the rules
Lotus Engineering in-house simulation software enable on screen vehicle testing and development

In 1991 The rules said NVH development was difficult
So we changed the rules
Lotus granted first license for the production ANC to Nissan which used electronics to reduce interior noise

In 1992 The rules said that bicycles were made of steel tubing
So we changed the rules
Lotus' world record breaking bicycle consisted of aerofoil section composite monocoque, principally moulded in carbon fibre

In 1996 The rules said that brake discs should be made of cast iron
So we changed the rules
Lotus' revolutionary metal matrix composite (aluminium) brake discs were introduced

In 1995 The rules said you don't make cars by gluing aluminium together
So we changed the rules
Lotus' world famous epoxy-bonded aluminium tub chassis

In 1996 The rules said to go faster you need more power
So we changed the rules
The Lotus Elise proved performance through lightweight.
Rover K Series 16V dohc 125bhp top speed 125mph 0-60mph in 5.5 seconds

In 1997 The rules said you needed the resources of a mainstream supplier to develop a compliant OBD2 system
So we changed the rules
Lotus developed it's own Engine Management System (EMS) which was approved by the California Air Resources Board for the V8 Esprit

In 2000 The rules said you can't have controlled gasoline combustion without a spark
So we changed the rules
Lotus' controlled auto ignition shows over 90% reduction in NOx emissions, providing greater scope for improving performance and reducing after treatment system costs

In 2001 The rules said windows should be the only transparent part of a car
So we changed the rules
The Lotus Exposé consists of polycarbonate transparent body panels

In 2001 The rules said you can't view the combustion process at high speed
So we changed the rules
Lotus' Optical Access research engine allows Lotus to view the combustion process at 5000rpm

In 2003 The rules said the valves should be opened by camshafts
So we changed the rules
In collaboration with Eaton, Lotus' Active Valve Train (AVT™) technology offers levels of valve control never achieved before in production gasoline and diesel engines

*All these years, passengers
where not at the forefront
of our thoughts.*

And look where it got us.

We've always set our hearts and minds on the driver. In whatever we do. Our pure passion for sports cars has been ingrained in us for over 50 years, giving you the assurance that the Lotus you're driving is one of the most admired cars the world over.

Colin Chapman, the founder of Lotus, only had one desire - to build the best sports cars in the world. His philosophy of "performance through lightweight" coupled with clever engineering and ground breaking technology were the forces that drove Lotus to a wealth of Formula 1 successes stretching from the 1950s through to the 1990s.

Today, the principles of innovation, leading edge engineering and pure passion live on.

In every Lotus.

And for anyone who's in love with driving.



Change the rules

Timeline



[1948] Anthony Colin Bruce Chapman builds and races his first competition car in November

[1954] Team Lotus, the company's racing division, is born. Using the aerodynamic Lotus Mark 8 it enjoys considerable and immediate success

[1957] The Lotus road car legend is born. The Lotus Seven is a no frills, low cost, simple sports car, delivering staggering performance. Sitting alongside the Seven at the London Motorshow is the Type 14 Elite, the first closed-roof Lotus. Its stunning monocoque bodywork is made from an innovative new composite material - glassfibre

[1958] Colin Chapman establishes Group Lotus plc

[1958] A motorsport milestone - Lotus enters Formula 1 with the front-engined Type 12

[1960] Colin Chapman breaks convention and tries the mid-engined layout. The Type 18 quickly demonstrates winning form. At the Monaco Grand Prix, Stirling Moss, racing for Rob Walker, gives the Type 18 its first Grand Prix win. Later in the year he takes pole position again at the USA Grand Prix

[1962] The Elan is launched. The Type 26 Elan quickly establishes itself as the car that all others are to be judged against

[1963] Lotus win the Formula 1 Constructors' Championship and Jim Clark takes the Drivers' title, both are won with maximum points

[1965] Team Lotus pulls off another double, winning both the Constructor's and Drivers' Formula 1 championships. Jim Clark also wins the Indy 500

[1966] Lotus moves to a purpose built factory based at an ex-WW2 USAF airfield at Hethel in Norfolk

[1967] The Elan +2 (Type 50) is launched. The Type 49 Formula 1 car becomes the first car to be powered by the legendary Cosworth-Ford DFV V8

[1968] Colin Chapman introduces commercial sponsorship to Formula 1

[1970] Team Lotus unveils the revolutionary and innovative Type 72 Formula 1 car. Once again Lotus take the Drivers' and Constructors' World Championships

[1972] Emerson Fittipaldi ensures that the black and gold JPS Lotus Type 72 wins another Drivers' and Constructors' World Championship combination

[1977] James Bond receives a fantastic new company car - the Lotus Esprit - in the film 'The Spy Who Loved Me'

[1978] The Formula 1 world once again belongs to Lotus. This time Mario Andretti helps Lotus to another Drivers' and Constructors' World Championship

[1981] The Esprit is chosen again as Bond's weapon of choice in 'For Your Eyes Only'

[1985] Nigel Mansell is replaced by a young unknown driver by the name of Ayrton Senna as No.1 driver at Team Lotus

[1995] Lotus produces its 50,000th car. The Elise is unveiled to a stunned audience at the Frankfurt Auto Show

[1998] Lotus celebrates its 50th anniversary with a party involving more than 12,000 people and 2,000 cars

[2000] The Lotus Elise S2 is launched and immediately labelled by the press, 'The best just got better'

[2002] Group Lotus plc is awarded the Queen's Award for Enterprise

www.lotuscars.co.uk

