



## MEDIA INFORMATION

20 February 2018

# Final evolution – the new Lotus 3-Eleven 430

- Substantial power increase to 430hp
- 920 kg and 467 hp per tonne
- 0-60 mph in 3.1 seconds, top speed of 180 mph
- Lightweight full carbon bodywork - exposed on the flanks
- Higher performance brakes and enhanced aerodynamics
- Limited to 20 vehicles worldwide



The new Lotus 3-Eleven 430 has retaken the title as Lotus' quickest street-legal sports car - a fitting send off for the company's legendary road racer.

The most extreme machine that Lotus builds, the new 3-Eleven 430 is the fastest Lotus road car to lap the challenging Hethel circuit, 0.8 seconds quicker than the second place Exige Cup 430, and two seconds quicker than the previous 3-Eleven, delivering a benchmark time of 1 minute 24 seconds.

Upgraded and specifically re-optimised for the 3-Eleven, the supercharged and charge-cooled 3.5-litre V6 engine produces 430 hp and 440 Nm, propelling the 3-Eleven 430 from 0-60 mph in an astonishing 3.1 seconds (0-100 km/h in 3.2 seconds) and a top speed of 180 mph (290 km/h) - up from 3.3 seconds (0-60 mph) (3.4 seconds 0-100 km/h) and 174 mph (280 km/h) for the previous version of the Lotus 3-Eleven.

Designed to provide enthusiast drivers with the purest and most direct of driving experiences, the 3-Eleven is cut from the same cloth as the most iconic Lotus cars. Remaining true to the company's edicts, it employs a lightweight carbon-composite body and a bespoke extruded and bonded aluminium chassis. Sculpted part-exposed carbon side panels and striking carbon interior panels all contribute to the exceptional light weight.



Originally unveiled in the summer of 2015 at the Goodwood Festival of Speed, the 3-Eleven was met by rapturous crowds and universal acclaim. Its unashamedly aggressive styling, lightweight design and hypercar-humbling performance set new standards for speed and agility at any price. From remarkable sector times on the famed Nürburgring Nordschleife circuit during its development, the original Lotus 3-Eleven went on to lap the Hockenheimring short circuit in an incredible 1 minute 6.2 seconds at the hands of "Sport Auto Magazine", setting a production car lap record for the German publication.

As the company enters its 70<sup>th</sup> anniversary, the new 3-Eleven 430 is a celebration of the company's legacy of pure performance and intelligent engineering, as it readies its new range of sports cars.

Jean-Marc Gales, CEO, Group Lotus plc commented: "When we first unveiled the Lotus 3-Eleven it heralded a new generation of truly focused, world-class sports cars. It altered perceptions of what was possible at this price category, and today the new 3-Eleven 430 moves the benchmark to remain the ultimate weapon in focused road driving and track work."



### **About the Lotus 3-Eleven 430**

Historically, Lotus' 'Eleven' nomenclature is reserved for models which bridge the gap between road and track in the most direct way possible. As a result, these open-cockpit specials have become some of the brand's most collectable – revered for their lack of embellishment or gimmickry.

As production draws to a close, this final evolution of the formidable 3-Eleven raises the bar beyond the reach of aspiring rivals. Packing more power than before, thanks to the development of Lotus' signature supercharged V6 engine, it's a suitable send off for such a respected and highly capable sports car.

With new part-visible weave carbon-composite bodywork, the 3-Eleven shows its mettle as the very epitome of lightweight engineering. Revised for the 430 edition, the road car has a dry weight of 920 kg (5 kg less than the previous model), giving a power to weight ratio of a mighty 467 hp per tonne – an increase of 24 hp per tonne.



With an increased performance envelope, the Lotus 3-Eleven 430 has also evolved its aero accordingly. Already noted for its high levels of downforce, the carefully optimized design integrates a higher mounted straight-cut rear wing (50 mm higher than previous model) with re-profiled end plates, a long front splitter and lip spoiler, and a flat floor with rear diffuser to increase downforce by 44 kg to 265 kg at maximum speed.

The car's standard specification does little to belie its intentions, with a Torsen-type limited slip differential, Öhlins DFV one-way adjustable dampers and Eibach® adjustable front and rear anti-roll bars. In addition, 6-position variable traction control, linked directly to the ECU, with five pre-set traction levels (1%, 3%, 6%, 9%, 12% slip and "off") allows owners to tune their preferred setup. These features are joined by Lotus' slick, six-speed manual gearbox and acclaimed open-gate design - precisely engineered for fast and seamless shifts.

The Lotus 3-Eleven 430 employs Michelin® Cup 2 tyres (225/40 ZR18 front and 275/35 ZR19 rear) to transfer its considerable power to the road. This mechanical grip, combined with the considerable aerodynamic downforce, allows drivers to tap into the model's lateral acceleration potential of up to 1.5 g whilst cornering.



The Lotus 3-Eleven relies on AP Racing four-piston callipers front and rear and new, two-piece J-Hook brake discs (332 mm front and rear) which provide improved bite and debris clearance and reduce distortion and vibration. Each corner is finished by Lotus-designed ultra-lightweight forged aluminium wheels, finished either in gloss or satin black.

Launching the new Lotus, Jean-Marc Gales said, “The development of the original 3-Eleven focused our thoughts on a Lotus of pure simplicity and advanced our thinking on the sports cars of the future. The 3-Eleven 430 is the ultimate conclusion of that work, a super car killer and something that we’re all immensely proud of.”

To find out more about the Lotus 3-Eleven: [www.lotuscars.com/3-eleven](http://www.lotuscars.com/3-eleven).

The 3-Eleven 430 is available as a limited series production road car of 20 vehicles and can be ordered now, priced at £102,000 including VAT and on the road costs.

### 3-Eleven 430 – Technical Specification

| <b>PERFORMANCE</b>                     |                                      |
|--|--------------------------------------|
| Max power                              | 430 hp (436 PS) at 7000 rpm          |
| Max torque                             | 440 Nm (325 lbft) from 4,500 rpm     |
| 0-60 mph                               | 3.1 seconds                          |
| 0-100 km/h                             | 3.2 seconds                          |
| Max speed                              | 180 mph (290 km/h)                   |
| Dry weight                             | 920 kg                               |
| Power-to-weight ratio (dry weight)     | 467 hp / tonne                       |
| Aerodynamic downforce at maximum speed | 265 kg (Front: 100 kg; Rear: 165 kg) |
| Hethel lap time                        | 1:24 seconds                         |

| <b>ENGINE AND TRANSMISSION</b>  |
|---|
| 3.5 litre V6, 24-valve, water cooled, all aluminium engine, with Edelbrock supercharger with integral intercooler |
| 6-speed manual transmission, with gearbox cooler, coupled to Lotus' precision shift aluminium mechanism           |
| Lightweight, single-mass, low inertia fly wheel   |
| Motorsport baffled sump   |

| <b>CHASSIS AND BODY</b>  |
|--|
| Anodised, lightweight aluminium, extruded, epoxy bonded and riveted high-stiffness chassis   |
| New, lightweight two-piece grooved ventilated J-Hook brake discs and AP Racing four-piston callipers (front 332mm x 32mm, rear 332mm x 26mm) |
| Unequal length, fully independent double wishbone suspension with Eibach® tubular front and rear anti-roll bars                              |
| Öhlins® DFV one-way adjustable dampers   |
| AP Racing® brake calipers, red painted finish with black logo  |
| Michelin® Cup 2 tyres (front 225/40 R18, rear 275/30 R19)  |

Lotus designed, ultra-lightweight, fully machined, forged aluminium wheels (18" 7.5J front and 19" 9.5J rear 10 spoke alloy wheels) in satin black finish

MSA approved rollcage as standard for national use

Adjustable Traction Control

Lotus tuned ABS system

## **EXTERIOR SPECIFICATION**

Carbon spar rear wing, angle tuned to balance front lip spoiler

Extended splitter

Carbon fibre body shell

Front lip spoiler

Red painted supercharger cover

Oval exhaust finisher

LED front daytime running lights with integrated direction indicators

LED rear lamps with integrated direction indicators

## **INTERIOR SPECIFICATION**

Carbon fibre driver's seat with 4-point harness

Lightweight driver's footrest

Lightweight aluminium pedal pads

Engine start/stop button

Page toggle switch

## **FUEL SYSTEM**

48 litre steel tank

## **ELECTRICAL SYSTEM**

Revised splash screen graphics to display 3-Eleven 430

Lightweight lithium-ion battery

Full colour TFT display with driver selection modes for road/track

Lightweight electrical harness

| <b>OPTIONS: PERFORMANCE AND TRACK</b>                  | <b>UK RETAIL PRICE</b> | <b>DE RETAIL PRICE</b> |
|--|------------------------|------------------------|
| Adjustable anti-roll bars                              | £1,000                 | €1,400                 |
| Öhlins® TTX 2-way adjustable dampers                   | £2,500                 | €3,500                 |
| Titanium exhaust                                       | £5,500                 | €7,300                 |
| Road to track logger and GPS unit                      | £1,500                 | € 2,100                |
| Pro Analysis upgrade to data logger                    | £1,300                 | € 1,820                |
| Removable steering wheel                               | £650                   | €910                   |
| Carbon passenger seat with passenger 4-point harnesses | £2,000                 | €2,800                 |
| Carbon passenger seat with 3-point harness             | £1,000                 | €1,400                 |
| Fire extinguisher and battery isolator                 | £2,500                 | €3,500                 |
| Carbon tonneau cover                                   | £2,000                 | € 2,800                |

| <b>PAINT AND LIVERY OPTIONS</b>   | <b>UK RETAIL PRICE</b> | <b>DE RETAIL PRICE</b> |
|-----------------------------------|------------------------|------------------------|
| Metallic or Signature paint       | £900                   | € 1,250                |
| Lotus Exclusive Paint             | £POA                   | € POA                  |
| Colour Scheme 1: Red and Silver   | £4,000                 | € 5,200                |
| Colour Scheme 2: Blue and Silver  | £4,000                 | € 5,200                |
| Colour Scheme 3: Green and Yellow | £4,000                 | € 5,200                |
| Colour Scheme 4: Black and Gold   | £4,000                 | € 5,200                |

| <b>MARKET</b> | <b>3 ELEVEN 430 RETAIL PRICE</b>          |
|---------------|---|
| UK            | £102,000 (incl. VAT at 20%)               |
| Germany       | €129,000 (incl. VAT at 19%)               |
| France        | €130,100 (incl. VAT at 20%)               |
| Italy         | €132,300 (incl. VAT at 22% and transport) |

UK IVA option where markets allow

**ENDS**



## Notes to Editors

The Lotus media site – <http://media.lotuscars.com> contains news, images, specs, statistics and videos from the latest models to heritage and engineering technology. Please register your details.

For the latest news and information via Lotus' Social Media please access and follow:

<https://www.facebook.com/LotusCars>

<https://twitter.com/grouplotusplc>

<https://www.instagram.com/grouplotusplc/>

<https://www.youtube.com/grouplotus>

## About Lotus

**Group Lotus plc** is based in Norfolk, UK.

**Lotus Cars** builds world class, high performance sports cars including the Evora, Elise, Exige and 3-Eleven ranges of sportscars.

**Lotus Engineering** provides comprehensive and versatile consultancy services to many of the world's OEMs and Tier 1 suppliers and is an internationally recognised automotive engineering consultancy.

### **For more information about Group Lotus please contact:**

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