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MEDIA INFORMATION

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The New Lotus Evora GT410 Sport

- New, aerodynamically optimised GT series model
- Succeeds highly acclaimed Evora Sport 410
- Comprehensive carbon-fibre components as standard
- Weight from 1,256 kg (dry)
- 0-60 mph in 3.9 secs, 410 hp and from 326 hp per tonne
- Top speed 190 mph (305 km/h)



Relentless in its development of world-class sports cars, Lotus has unveiled the new Evora GT410 Sport to complete the revised line-up of Hethel's fastest model.

Launched in Lotus' 70th year and ahead of its anniversary celebrations, the new Evora GT410 Sport takes one of Lotus' success stories, and refines it through the application of enlightened design. Available in both 2 seat and 2+2 configurations, and in manual and automatic transmissions, the Evora GT410 Sport draws from the phenomenal Evora GT430 to provide advanced aerodynamics to an already celebrated sports car.



Combining the latest design philosophy with a car acclaimed by both critics and customers, it packs raw performance with Lotus' latest aerodynamic developments, to provide a first-class replacement for the Evora Sport 410 model.

Employing key elements of the GT430's sculptured body style, including specifically designed new composite front and rear body panels, but without some of the high downforce elements, the new Evora GT410 Sport enjoys a far subtler and sleeker silhouette. However, as with all Lotus sports cars, aerodynamic downforce is a requirement and this new GT-class coupe generates up to 96kg of downforce (50% more than the Evora Sport 410) making it the new benchmark when compared to similarly priced rivals.

The Evora GT410 Sport is powered by a specially calibrated and tuned higher-output version of Lotus' supercharged, 3.5-litre 6-cylinder engine with integrated water-to-air charge cooler, producing 410 hp at 7000 rpm and 420 Nm of torque from 3500 rpm. It powers the GT410 Sport from 0-60 mph in just 3.9 seconds (automatic) and the manual version in 4.0 seconds.



The development of the new Evora GT410 Sport afforded Lotus the opportunity to optimise mass, resulting in an unladen weight of 1,297 kg and a lightest possible dry weight of 1,256 kg (including all the optional titanium exhaust, saving 10 kg, and the Lotus-tuned Öhlins TTX aluminium two-way adjustable dampers, saving 13 kg) – a total saving of 98 kg when compared to the Evora 400 benchmark, and up to 28 kg less than the already featherweight Evora Sport 410.

Launching the new Evora GT410 Sport, Jean-Marc Gales, CEO, Group Lotus plc said, “We are continually exploring new ideas, innovating and evolving our cars in pursuit of perfection. The new Evora GT410 Sport takes the lessons learnt from the development of the GT430 to deliver something outstanding and highly capable.”



Lotus Evora GT410 Sport in more detail

Lotus' newly defined GT-class sports car captures the essence of the company's headline model. The application of top-down evolution introduces the new front and rear aesthetic, first seen on the GT430. As a result, the car's design combines considerable physical presence with natural aerodynamic ability.

The revised front panel features two enlarged carbon fibre ducts, with integrated air blades, to efficiently move air around the front wheels reducing turbulence and decreasing drag. Additional downforce is created by the combination of the deep front splitter and new motorsport-derived rear diffuser, mounted beneath the new style metal mesh grille which gives a cleaner finish. Sculptured carbon fibre ducts behind each rear wheel vent high pressure air as quickly as possible from the rear wheel arches, balancing downforce.



Cumulatively this all works to boost downforce to 96 kg at 190 mph, a sizable jump of 50% over the outgoing Evora Sport 410, and a massive three-times that of the Evora 400 with an improved drag coefficient. This elevates the Evora GT410 Sport to the top ranks of Lotus' most aerodynamically efficient road cars.

As with all high-performance Evoras, carbon fibre plays a considerable role in the car's construction. Standard carbon composite components include the front access panel, roof panel and a one-piece louvered tailgate with integrated spoiler, as well as the elements within the front air blade system and rear wheel exit ports.



This focus on the car's critical mass delivers its headline power-to-weight ratio of 326 hp / tonne and the top speed to 190 mph (305 km/h).

Despite the car's low mass, a range of lightweight options can be specified for the Evora GT410 Sport. This includes a titanium exhaust, cutting 10 kg from beyond the car's rear axle.

Making the most of the traction on tap, the Evora GT410 Sport uses Michelin Pilot Sport Cup 2 tyres (235/35 R19 at the front and 285/30 R20 at the rear) with a sports suspension package of Eibach ultra-light, low-sideload springs and Bilstein sports dampers – all fitted as standard.

A touring suspension package is available as a no cost option, featuring Bilstein® non-adjustable dampers, with touring specification, and Michelin Pilot Sport 4S tyres.

For full damper adjustability, a race suspension package using Lotus-tuned lightweight Öhlins TTX aluminium two-way adjustable dampers (twenty click adjustment compression and rebound) which save 13 kg, can be specified to tune the Evora GT410 Sport to precisely suit particular road or track conditions.

Reducing un-sprung mass, ultra-lightweight, fully machined, forged aluminium wheels (19" 8J front and 20" 9.5J rear 10 spoke alloy wheels) are available in either silver or matt black. The option of upgrading to one inch wider (10.5J) rear wheels as used on the Evora GT430, is available and stopping power comes courtesy of AP Racing four-piston calipers front and rear with lightweight 2-piece cross-drilled and ventilated brake discs (front 370mm x 32mm, rear 350mm x 32mm).



In addition to Lotus' slick, six-speed manual gearbox with a Torsen type limited slip differential (LSD), the Evora GT410 Sport is also available with an automatic transmission option. Slightly quicker through the gears, with a 0-60 mph time of 3.9 seconds, the six-speed automatic transmission utilises an optimised gearbox ECU for ultra-fast changes. Gear selection is made via lightweight aluminium paddles mounted to the steering wheel.



The new Evora GT410 Sport features four driver selectable ESP modes – selected via a dashboard switch. 'Drive', 'Sport', 'Race' and 'Off'. Sport and Race settings increase throttle response, respectively increasing traction slip - allowing the driver a finer degree of control before intervention.

As with its Evora stablemates the Evora GT410 Sport cabin includes Lotus' beautifully detailed carbon race seats (2+0 configuration only) and carbon door sill inserts. The steering wheel, dashboard, door panels, transmission tunnel, centre console and instrument binnacle are all trimmed in black Alcantara®, complemented by contrast twin colour stitching. Optional Sparco race seats are available in both 2+0 and 2+2 configurations with the latter requiring either the optional wider 10.5J rear wheel option, as featured on the Evora GT430, or the lightweight forged wheel option from the Evora 400, which benefits from a 9.5J rear wheel size. An integrated 7" touch-screen infotainment system with AppleCarPlay and Android Auto, Bluetooth® functionality, satellite navigation and reversing camera can also be specified.



Jean-Marc Gales concluded, "Starting 2018 in style, the Evora GT410 Sport is just the beginning of an incredibly strong year for Lotus. The core principles of Lotus and our founder Colin Chapman remain paramount as we work on the next generation of vehicles whilst building our best sports cars yet."



Every new Lotus Evora GT410 Sport can be personalised through the increasingly popular Lotus Exclusive programme. Developed by the Lotus Design team to inspire customers, it combines traditional British craftsmanship with the best of modern design, and allows owners to tailor vehicles to their personal taste. Since its introduction last year, roughly a third of all new Lotus cars now undergo some form of customisation.

The new, fully homologated Lotus Evora GT410 Sport range can be ordered now in European and Asia Pacific markets, following in summer 2018 for the USA and China.



Evora GT410 Sport – Technical Specification

PERFORMANCE	UNITS	MANUAL	AUTOMATIC
Max power	PS/hp	416/410	416/410
Max torque	Nm	420	420
0-60 mph	s	4.0	3.9
0-100 km/h	s	4.2	4.1
Max speed	mph/kmh	190/305	171/275
CO ² emissions	g/km	225	230
Kerb weight	kg	1,320	1,331
Dry weight	kg	1,279	1,292
Lightest possible dry weight	kg	1,256	1,267
Cd		0.35	0.35
Downforce	kg	96	96
Power-to-weight ratio (dry)	hp/tonne	326	324
Frontal area	m ²	1.91	1.91

ENGINE AND TRANSMISSION

3.5 litre V6, 24-valve, water cooled, all aluminium engine, with Edelbrock supercharger

6-speed manual transmission, with gearbox cooler, coupled to Lotus' precision shift aluminium mechanism

Lightweight, single-mass, low inertia fly wheel

Torsen Type Limited Slip Differential (manual only)

CHASSIS AND BODY

Anodised, lightweight aluminium, extruded, epoxy bonded and riveted high-stiffness chassis

Servo assisted, lightweight 2-piece cross-drilled and ventilated brake discs and AP Racing four piston calipers (front 370mm x 32mm, rear 350mm x 32mm)

Unequal length, high lateral stiffness, forged aluminium, double wishbone suspension with Eibach® tubular front and rear anti-roll bars

Sports suspension package: Eibach® ultra-light, low-sideload springs, front and rear, fitted to Bilstein® sports dampers

Lotus tuned hydraulically-assisted, rigidly-mounted, rack and pinion steering system, with 2.86 turns lock-to-lock

Driver selectable ESP modes – Drive/Sport/Race

Active exhaust valve control
Tyre pressure monitoring system
Lightweight lithium-ion battery
EXTERIOR SPECIFICATION
Lightweight rear sport diffuser (new aluminium diffuser)
Carbon fibre front access panel
Carbon fibre roof panel
Lightweight carbon fibre tailgate with integrated rear spoiler and louvered backlight
Side sills in matt black finish
Mirror caps in gloss black finish
Glass rear quarter panel
AP Racing® brake calipers, yellow finish with black logo
Michelin® Pilot Sport Cup 2 tyres (front 235/35 R19, rear 285/30 R20)
Lotus designed, ultra-lightweight, fully machined, forged aluminium wheels (19" 8J front and 20" 9.5J rear 10 spoke alloy wheels) in silver or matt black
Powerfold and heated door mirrors
Bi-xenon headlights
LED daytime running lights
Oval exhaust finisher
Thatcham approved immobiliser and remote activated alarm system

INTERIOR SPECIFICATION
2+0 seat configuration
Carbon fibre sports seats, trimmed in black Alcantara® with contrast twin stitching in yellow or red
Instrument panel, centre console and door panels trimmed in black Alcantara® with contrast twin stitching in yellow and white or red and white
Steering wheel trimmed in black leather and Alcantara®, with black stitching
Door grab handle in black Alcantara®, gear lever gaiter and hand brake sleeve in black leather

Alcantara® trimmed binnacle cover and switch cover
Interior Colour Pack: centre console panel and door grab handles in contrast yellow or red finish
Instrument panel surround, steering wheel finisher, HVAC panel and door release levers in gunmetal finish
Rear parking sensor
Lightweight aluminium gear knob
Aluminium face level vents and blanking plate surround
Dark grey headlining
Black carpet
Carbon fibre door sill inserts
Lightweight driver's footrest
Lightweight aluminium pedal pads

OPTIONS: TRANSMISSION AND PERFORMANCE	
6-speed automatic transmission	
Race suspension package: Lotus-tuned, Öhlins® TTX aluminium two-way adjustable dampers – twenty click adjustment compression and rebound; twin tube design; low internal friction	
Touring suspension package: Bilstein® non-adjustable dampers, with touring specification and Michelin PS4S Tyres (Evora 400 specification)	
Titanium Exhaust	

OPTIONS: INTERIOR AND TRIM	
2+2 seating configuration (must be specified with Sparco® sports seats and either of the Evora GT430 or Evora 400 forged wheel options – priced separately)	
Sparco® sports seats, trimmed in black Alcantara®, with contrast twin stitching in yellow or red	
Lotus developed steering wheel trimmed black Alcantara® with red racing line indicator	

Leather Pack: Full black leather interior, including seats, instrument panel upper and door panel upper (replacing Alcantara® components)	NCO	NCO
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OPTIONS: EXTERIOR AND BODY		
Lotus designed, ultra-lightweight, forged aluminium wheels (19" 8J front and 20" 10.5J rear 10 spoke alloy wheels) in silver or black (GT430 design)		
Lotus designed, lightweight, forged aluminium wheels (19" 8J front and 20" 9.5J rear 10 spoke alloy wheels) in silver or black (Evora 400 design)		
Carbon fibre rear diffuser surround		
Mud flaps		

OPTIONS: COMFORT AND COMMUNICATION		
Air conditioning		
Premium infotainment unit (7" screen, including AppleCarPlay & Android Auto, satellite navigation and reversing camera)		
Sub-woofer and amplifier		
Sound insulation		
Cruise Control		

PAINT AND LIVERY OPTIONS		
Signature paint		
Metallic paint		

LOTUS EXCLUSIVE OPTIONS	
Exclusive Paint: Alternative metallic colours	
Exclusive Paint: Alternative pearlescent colours	
Exclusive Paint: Custom colour choice	
Interior Colour Pack in alternative finish	
Bespoke double colour stitching (any colour)	
Specified forged wheel in alternative finish	
The above options represent just a sample of what is available through Lotus Exclusive. Further information on the Lotus Exclusive programme, including a comprehensive list of the available customisation options can be found at: www.lotuscars.com/exclusive	