

LOTUS

F1 INSPIRED CUSTOMER RACE CAR



POWER / PERFORMANCE / TECHNOLOGY / SKILL



FROM THE MOMENT A LOTUS FIRST TURNED A WHEEL THE BRAND HAS BEEN SYNONYMOUS WITH MOTORSPORT.



In 1948, Colin Chapman built the first Lotus car and over the years, he built both racing cars and world class road cars which not only rewrote record books they redefined engineering principles, physical limitations and achieved new heights of success, winning multiple Formula 1™ races and championships and, in 1965, the Indianapolis 500. The Lotus founder was a great engineer and visionary who enjoyed a favorite phrase 'simplify and add lightness', a delightful oxymoron in any language and one we still adhere to in Hethel today.

Joining Lotus as CEO in 2009 one of my first objectives was to restore the Lotus ethos of success and aspiration, and to challenge the boundaries of what is possible and achievable with the same enthusiasm as Colin Chapman had done in the beginning. We have wonderful plans; a new era is approaching for the Lotus brand.

Our announcement of the Lotus 125, F1 inspired racecar complete with Cosworth V8 engine is an example of this. It is an innovative and ambitious creation designed to energise the Lotus spirit, to challenge convention and which will offer a truly unique and inspirational driving experience.

The Lotus 125 will occupy a 'new space' for the Lotus brand and will cater to a new and uniquely spirited customer base.

The Lotus 125 will deliver a driving experience, that will stimulate all your senses whether it be for competition purposes or purely for personal enjoyment.

Dany Bahar,
Chief Executive Officer

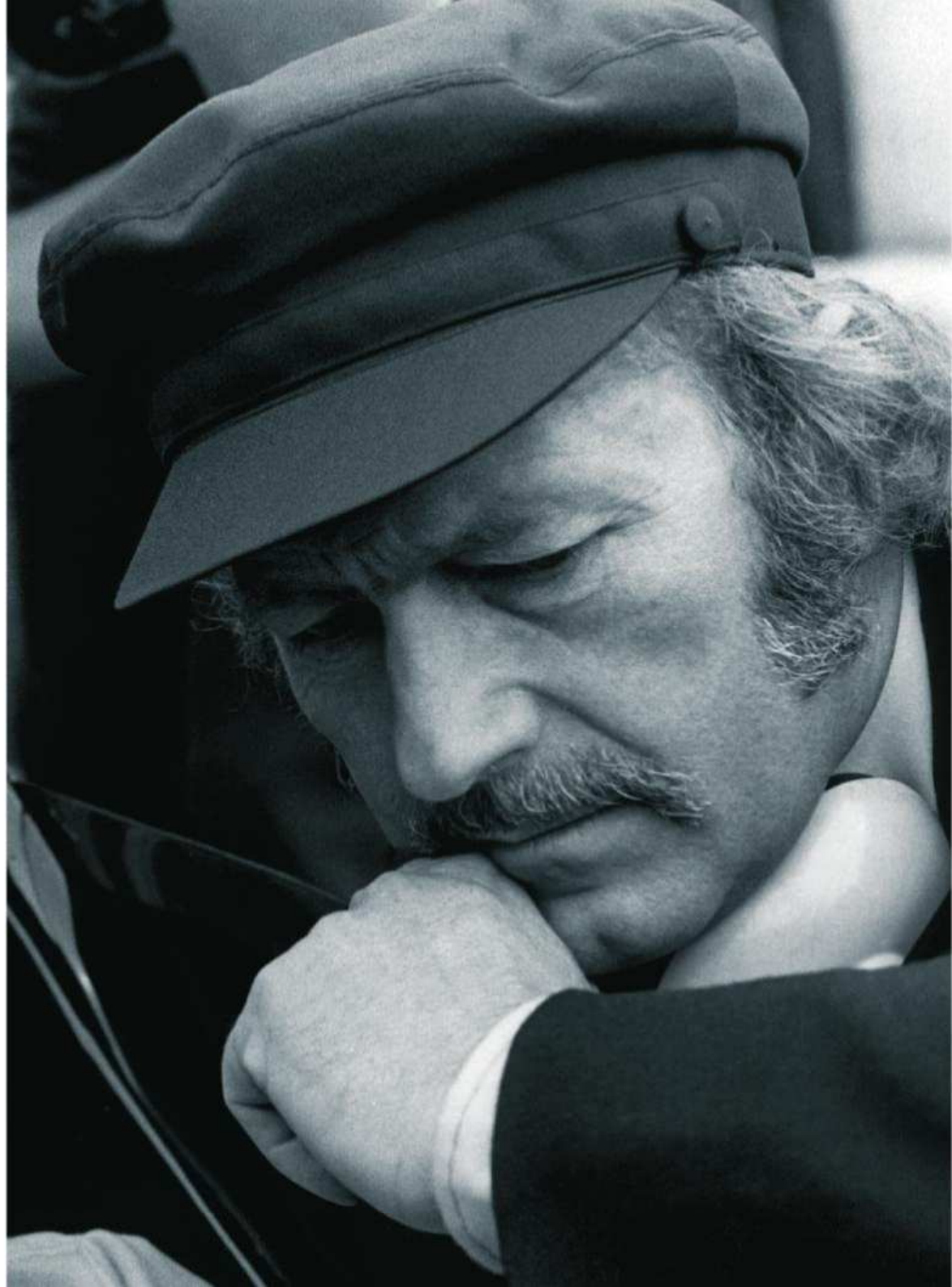


“SIMPLIFY AND ADD LIGHTNESS”

WHEN YOU PRESS THE 'ENGINE START' BUTTON IN YOUR LOTUS 125 YOU'LL BE IGNITING MORE THAN 60 YEARS OF MOTOR RACING HERITAGE.

Created by an aerospace engineer, Anthony Colin Bruce Chapman, Lotus started exactly as it went on - at the forefront of global motorsport developments.

From those very early days the Lotus brand was driven by a voracious appetite for performance and success. A never-ending culture of humility and learning has served it well and delivered more success than Chapman could ever have imagined.





SIX FORMULA 1™ DRIVER'S WORLD TITLES
SEVEN FORMULA 1™ WORLD CONSTRUCTOR'S TITLES

Jim Clark 1963/65 **Graham Hill** 1968 **Jochen Rindt** 1970
Emerson Fittipaldi 1972 **Mario Andretti** 1978

F1 Type 79 1978-79



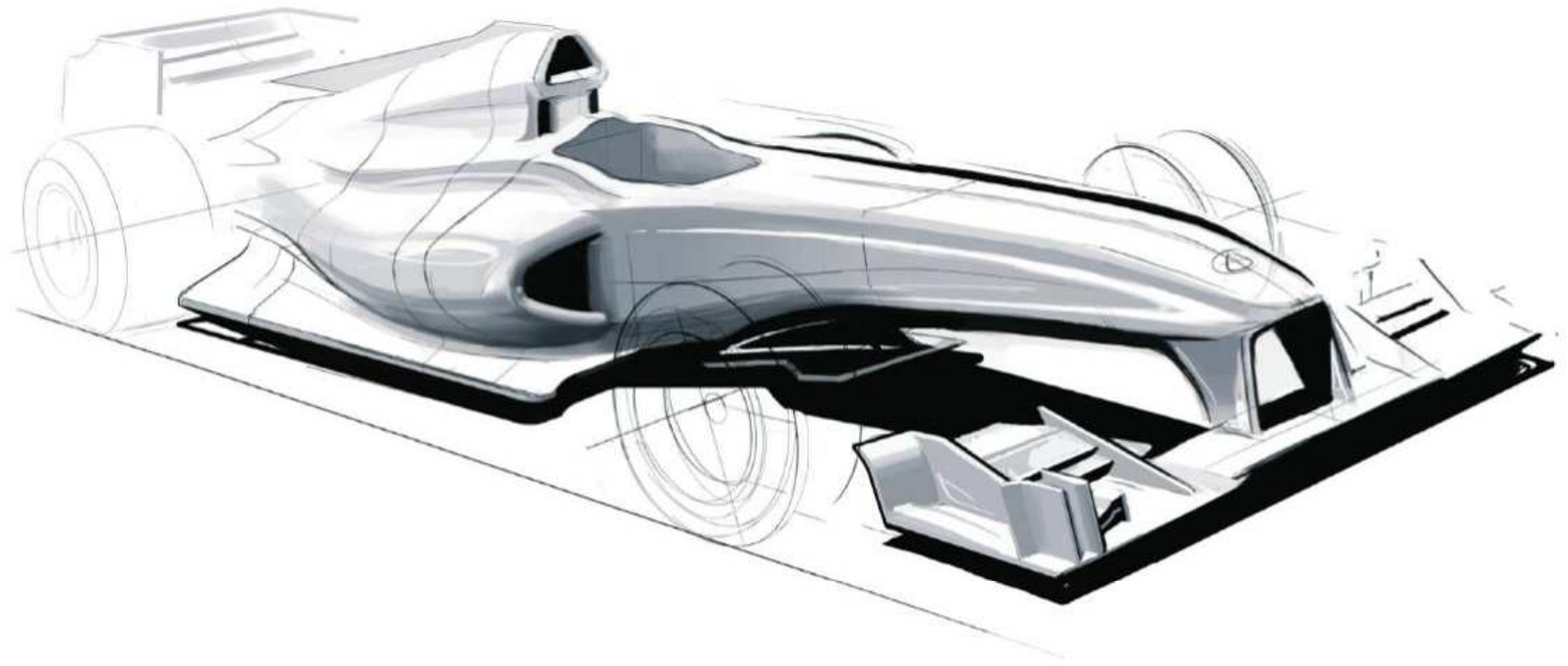
INDIANAPOLIS 500
FIRST REAR ENGINED CAR TO WIN AT BRICKYARD

Jim Clark 1965

Indy Car Type 38 1965-66

PROVEN PERFORMANCE

A CONCEPT FOR A UNIQUE DRIVING EXPERIENCE



THE LOTUS 125 TECHNICAL SPECIFICATION

Performance

Max power: 640bhp @ 9800rpm
Max torque: 450Nm @ 7600rpm
Max rpm: 10,300rpm normal running
Max rpm: 10,800rpm push-to-pass
Fuel: 101 RON
Weight: 650kg, dry

Engine

V8, 3.5 litre DOHC, normally aspirated, dry sump.
Longitudinal mid mounted.

Transmission

Gearbox: Longitudinal layout, dog engagement.
Shift pattern: R-1-N-2-3-4-5-6
Gearshift: Semi automatic, paddle shift, pneumatic actuation, auto throttle blip / ignition cut.
Clutch: Triple plate, sintered clutch.
Chassis mounted oil cooler.

Chassis Specification

Length: 4910mm
Width: 1890mm
Height: 1011mm
Material: Carbon composite, nomex core & aluminium core construction, auto clave cure. Carbon composite body panels, nomex core construction.

Suspension

Double wishbone arrangement, spring actuated via push rod & rocker arrangement. Adjustable ride height & camber. Wishbones & pushrods fabricated from aerospace grade materials. Dampers 3 way adjustable. Front & rear anti roll bars blade type adjustment. Third element on front suspension for high aero loads.

Brake System

Carbon ceramic, split front rear system, twin master cylinders with front/rear bias adjustment, front caliper single piece 6 pot opposing piston, rear caliper single piece 4 pot opposing rear calipers.

Fuel System

FIA approved fuel cell, internal fuel pump, engine mounted pressure regulator, 55 litres, quick fill system, quick release connections to engine.

Cooling

Water cooling aluminium construction radiator left hand side only, oil cooling twin radiator cooling engine & gearbox oil right hand side.

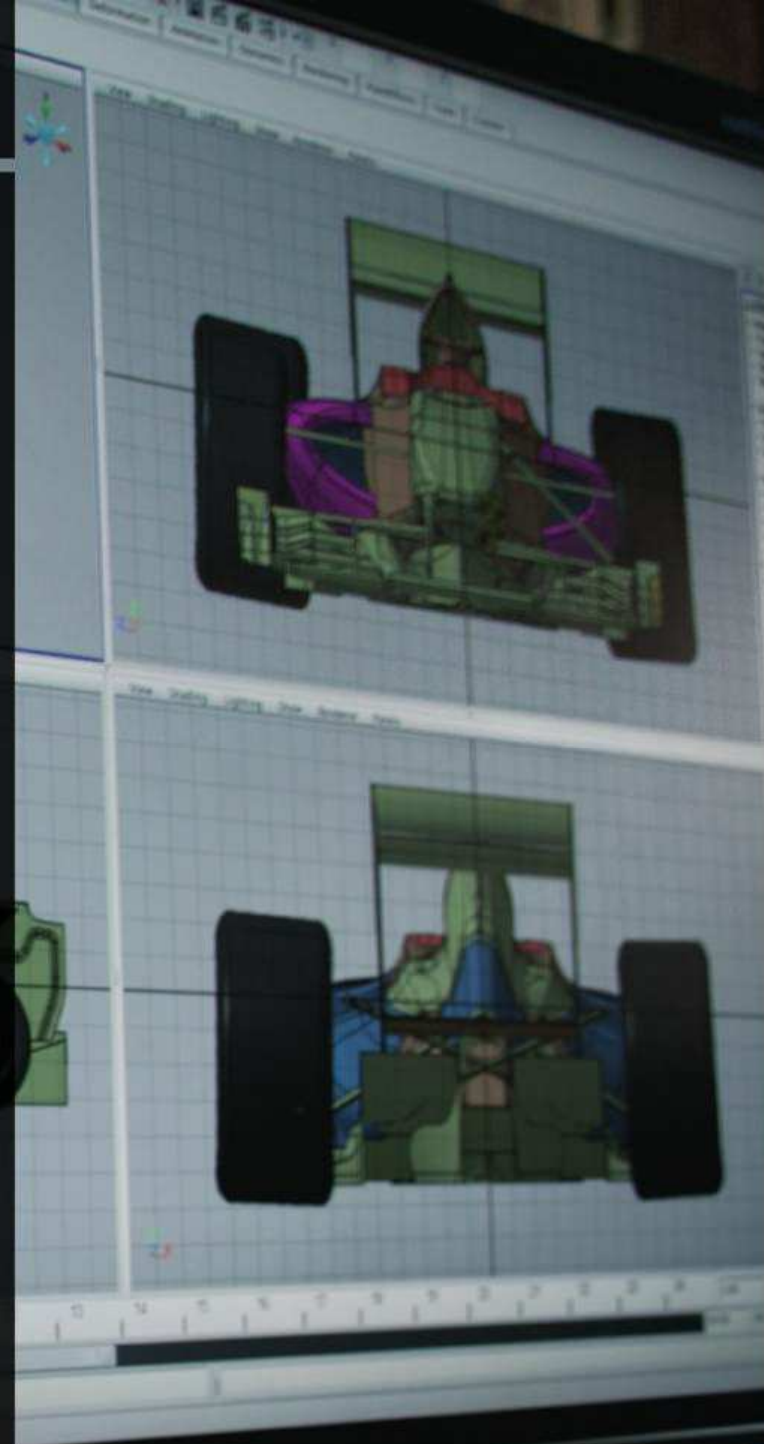
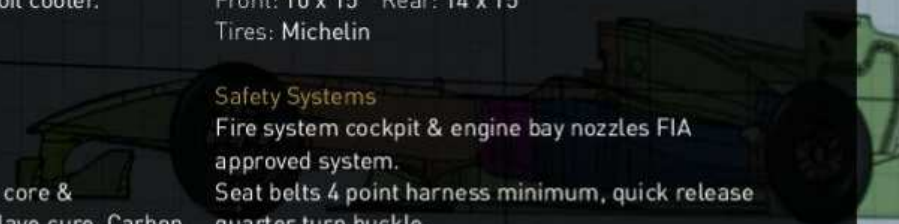
Wheels

Front: 10 x 15 Rear: 14 x 15
Tires: Michelin

Safety Systems

Fire system cockpit & engine bay nozzles FIA approved system.
Seat belts 4 point harness minimum, quick release quarter turn buckle.
Headrest to comply with FIA regulations.
Front rear crash structures designed & tested to FIA guidelines.
Roll over hoop designed & tested to FIA guidelines.

The following specification for the vehicle is subject to development testing.
Specification is subject to change without prior notice.



640 bhp

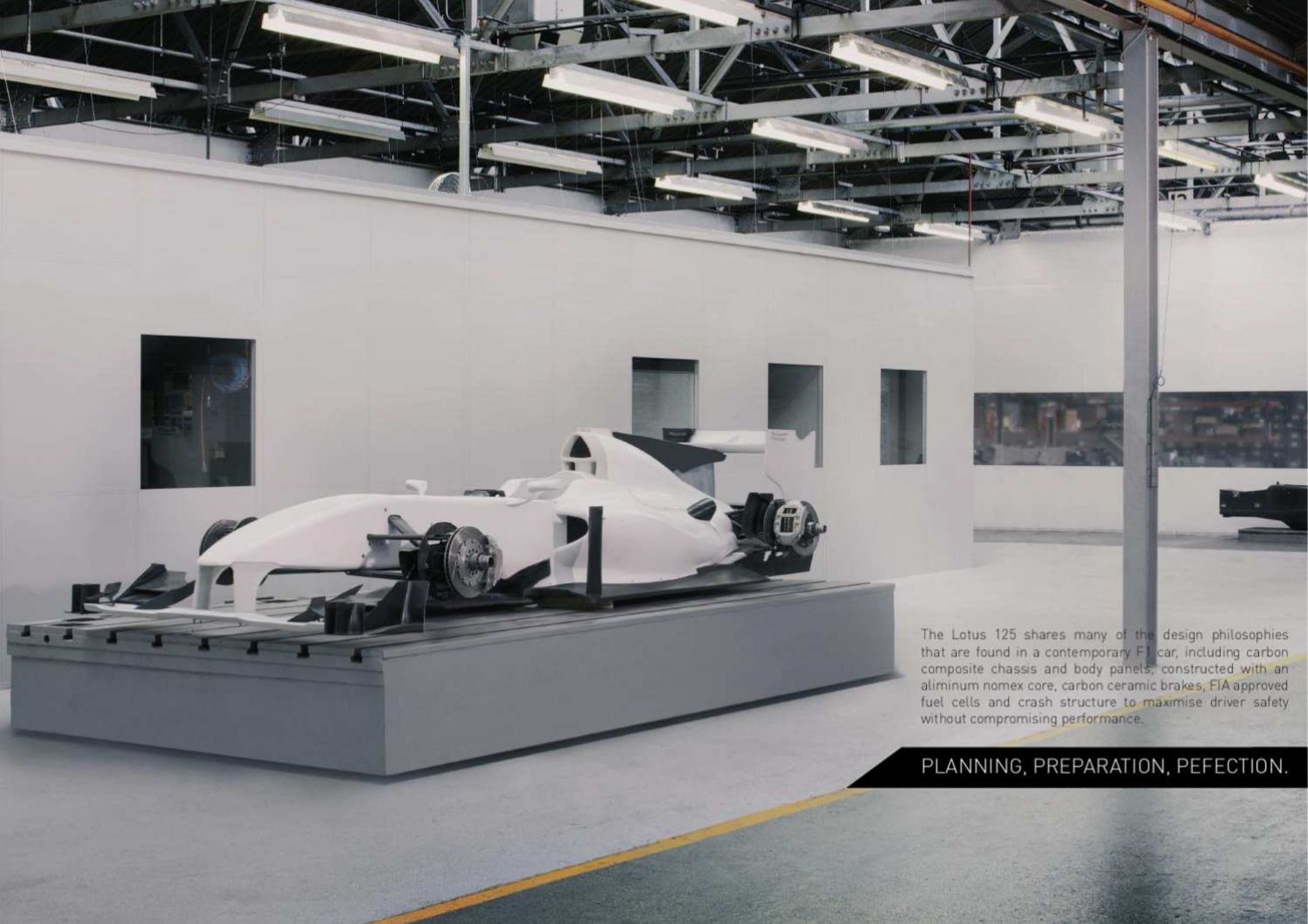
AT THE HEART OF THE LOTUS 125 THE COSWORTH GPV8

Technical Specification

Designation:	Cosworth GPV8
Duty cycle type:	4 stroke reciprocating piston, normally aspirated
Configuration:	8 cylinders in banked 'V' configuration at a 90 degree angle
Construction:	Cast aluminium alloy cylinder block and heads, forged aluminium pistons, steel crankshaft
Capacity:	3,500cc
Valves:	32
Power:	640bhp
Maximum speed:	Limited to 10,000rpm (subject to test confirmation)
Timing:	Double overhead cams driven via compliant gearing from crankshaft
Mass:	135kg
Fuelling:	8 injectors supplied by a pressurized system at 100bar
Ignition:	8 ignition coils each driving single spark plug
Engine Control Unit:	Pectel SQ6
Lubrication:	Dry sump

The following specification for the engine is correct at the time of print.
Specification is subject to change without prior notice.

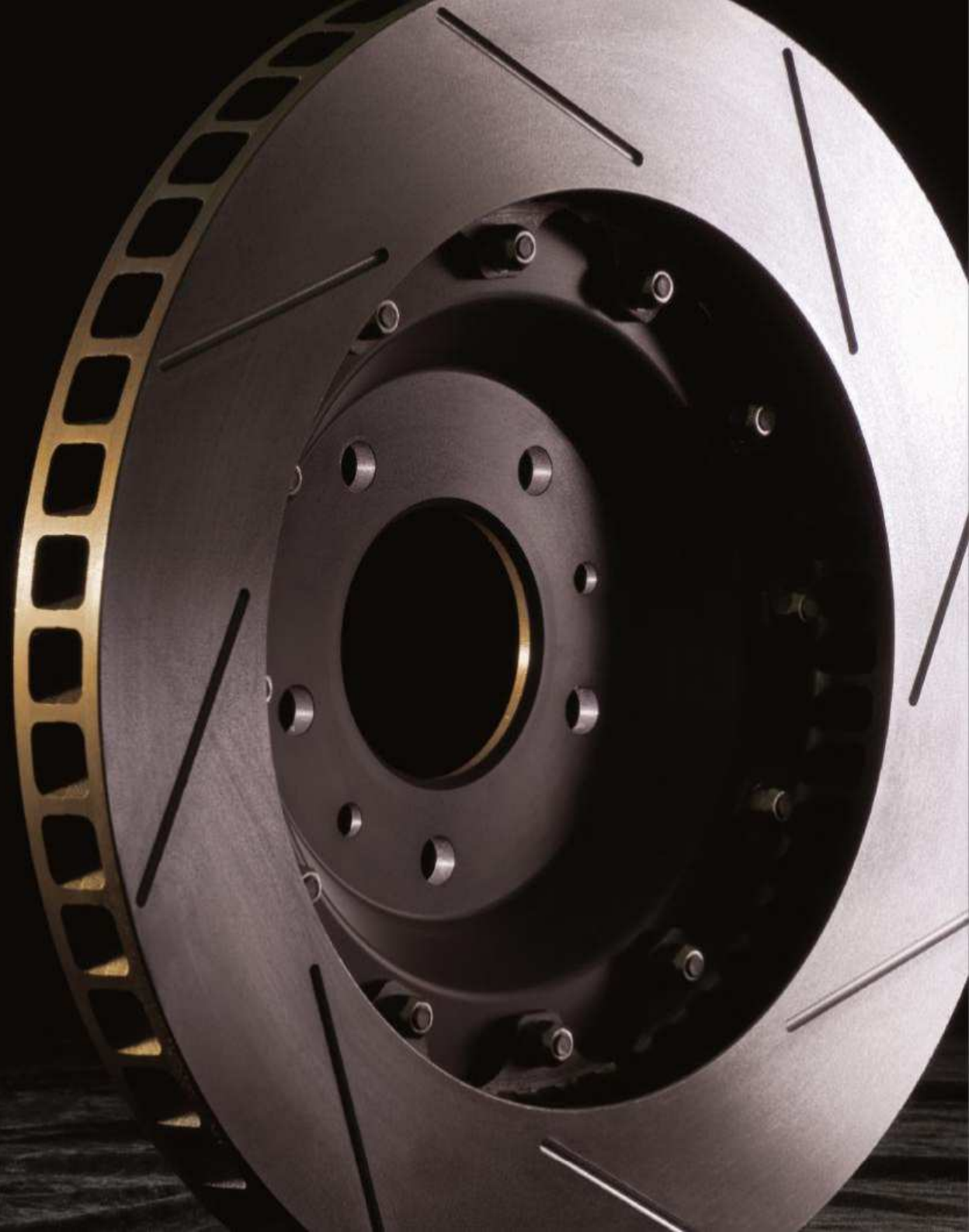




The Lotus 125 shares many of the design philosophies that are found in a contemporary F1 car, including carbon composite chassis and body panels, constructed with an aluminum nomex core, carbon ceramic brakes, FIA approved fuel cells and crash structure to maximise driver safety without compromising performance.

PLANNING, PREPARATION, PEFECTION.

GOD IS IN THE DETAIL



PERSONAL EXPRESSION AND STYLE

Choose from a stylization of a classic Lotus livery, or select the Exos concept design, or as an option, request your own, bespoke livery created to reflect your identity or that of your company brand and pastiche a Grand Prix team with overalls, helmet and car to match - a total look. It's the finishing touch that completes your expression.

LIVERY OPTION 1:

'Empire Green'

British racing green, the epitome of British motor racing heritage the world over, when combined with a contrasting yellow stripe forms the unmistakable hues of Lotus champions from a bygone era. A truly British classic in every sense of the word.



British Racing Green



Classic Yellow



LIVERY OPTION 2:

'Imperial Red'

The pioneering partnership with a sponsor that inspired all future famous liveries - red, white and gold. Simple, elegant and classic.



Imperial Red



Classic Gold



Pristine White

LOTUS 72



LIVERY OPTION 3:

'Iconic Black'

The Iconic black and gold monogram livery as driven by some of the all time legends of Formula 1™: Emerson Fittipaldi, Mario Andretti, Ronnie Peterson, Ayrton Senna and Nigel Mansell. It was always stylish and fast.



Iconic Black



Classic Gold

LOTUS 79



LIVERY OPTION 4:

'Active Yellow'

The Lotus 99. The car that 'Came 1st' for the great Brazilian driver, Ayrton Senna in Monaco and Detroit in 1987.



Desert Yellow



Graphic Blue

LOTUS 99



LIVERY OPTION 5:

'Exos Concept'

Select the Exos concept livery as shown in this prospectus and really 'Live Beyond' or make your own mark on the track with the Exos-exclusive option of a bespoke livery designed to your exact taste, specification and requirements. Anything is possible, only imagination can limit our expression.



Deep Space Black



Atomic Blue




Spectrum Blue

LOTUS T125



THE JOURNEY





ASSEMBLED & BUILT AT LOTUS

The Lotus 125 has amassed thousands of testing miles, visiting tracks and locations such as Vallelunga, Italy, Yas Marina Circuit Abu Dhabi, Portimao Portugal, complimented with many miles of testing at the Lotus Test Track in Hethel. This exhaustive test schedule has been conducted in various locations, in differing extreme conditions under the watchful eye and expert direction of the vastly experienced LRGP Test Team. Therefore, you can be assured of the pedigree, reliability and performance that a Lotus 125 is capable of delivering.

YOU ARE THE DRIVING FORCE

Driver fitness is not a 'nice to have' but an absolute and total necessity. Our team physio can be made available to work with you to re-boot your diet and exercise patterns to conform to the norms set by the sport's leading drivers.

Once base fitness is established, specific training will build strength in key areas such as the neck, shoulders and arms - experiencing forces to your head and neck four-times that of gravity (4G), many times a lap, will otherwise quickly reduce your competitive edge and ability to concentrate.

BRAIN ACTIVITY



When traveling up to 200mph, an unprepared mind and body will experience a rush of energy and a feeling of anxiety brought on by the 'fight-or-flight' hormones: adrenalin and cortisol.

NECK MUSCLES



A Formula 1™ driver has to sustain an intense weight in his neck. Just supporting the head and an F1™ helmet together weighs in at around 6kg. Add a force of 4G [about the amount experienced when taking a corner in an F1™ car], and the total weight his neck has to support is 24kg.

HEAT & FLUID



Formula 1™ drivers can frequently lose 7lbs in body weight due to sweat and dehydration during a race as cockpit temperatures can reach 150°F. To prepare for this, a driver must train in sauna-like conditions. To protect themselves from a crash where fire is a risk, a driver will wear a full, FIA approved, Nomex suit, which is made from a durable flame-resistant fiber, but only exacerbates the 'over-heating' challenges.

HEART RATE

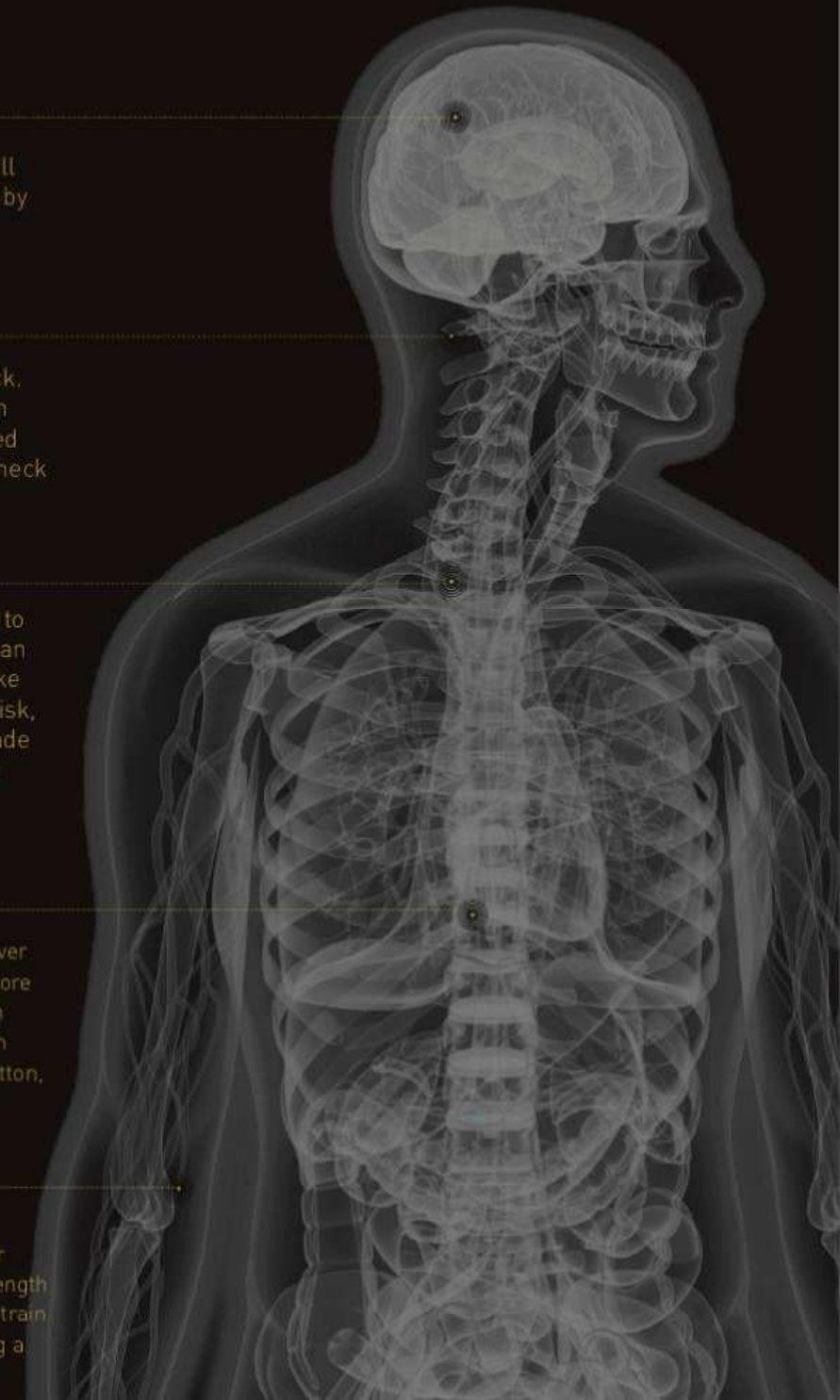


To perform at their best throughout a 200 mile race, a Grand Prix driver must have extremely high levels of cardiovascular fitness, and therefore they tend to be accomplished cyclists and distance runners. To retain fitness, Lewis Hamilton cycles, plays squash and trains in other high levels of cardiovascular exercise, whilst his team-mate, Jenson Button, competes in triathlons.

ARMS STRENGTH




A typical Formula 1™ driver's workout will involve building up the strength in his arms (as controlling the steering wheel of an F1™ car during a race can be compared to holding a medicine ball at arms length for two hours). Emerson Fittipaldi, Brazilian F1™ champion, would train by simulating small turns with his arms stretched out and gripping a 25lb plate.





ADVICE,
ADJUSTMENT
& ASSIMILATION

The Lotus 125 has been designed and packaged with meticulous attention to detail and precision combined with the utmost efficiency you would expect to find in an F1 inspired vehicle.



ON THE SHOULDERS OF GIANTS

The development programme has harnessed input from an experienced group including past masters such as Nigel Mansell & Jean Alesi, experienced F1 test drivers James Rossiter & Roman Grosjean and from the current Lotus Renault Formula One Drivers Vitaly Petrov and Bruno Senna. Their inputs ensure the car delivers outstanding levels of speed and performance which is complimented by a consistency of driveability that is sympathetic to all driving styles.

PUSH YOUR LIMITS

It may feel a long way off but there will come a point when there is no more measuring, preparation or testing to be done. You've mastered the turns, noted the braking points and memorized the apexes.

The time has arrived when it is just you and your Lotus 125 working as one. This is when everything else becomes a blur. Whatever is happening in your life must be suspended as for a moment you enter a zone where nothing less than 100% focus will suffice.

This is where you discover things that no telemetry or post-race de-brief could ever prepare you for. This is where engineering theory is forgotten and your mental drive system that is put to the test. This is where you challenge your limits and then push them again and again. Enjoy the extraordinary capabilities of your Lotus125.

PUSH FOR VICTORY!





 **Jim Clark** 1936-1968
Formula 1™ World Champion 1963-69
28 wins, 22 podiums



Innes Ireland 1929-1989
1 win



 **Graham Hill** 1927-1975
Formula 1™ World Champion 1968
4 wins, 2 pole positions



Ronnie Peterson 1944-1978
2 wins, 14 podiums



Gunnar Nilsson 1944-1978
1 win



Ayton Sison 1961-2014
2 wins, 10 podiums

Stirling Moss 1924-1970
1 win, 10 podiums



Jo Siffert 1929-1971
1 win, 1 podium



 **Jackie Stewart** 1939-1973
Formula 1™ World Champion 1970
7 wins, 8 pole positions



 **Emerson Fittipaldi** 1946-
Formula 1™ World Champion 1974
6 wins, 4 podiums



 **Mario Andretti** 1928-
Formula 1™ World Champion 1976
11 wins, 17 podiums



 **Nigel Mansell** 1953-
5 drivers' world
1 pole position



FIND INSPIRATION

FROM HEROES

SERVICING & MAINTENANCE

All basic servicing of your Lotus 125 can be carried out at Hethel or at a location of your choice. Costs for this service will be provided upon application.

An Engine and Gearbox rebuild will be required at intervals in the cars lifespan. We recommend these take place after the cars has completed 3,000km and again after 6,000km.

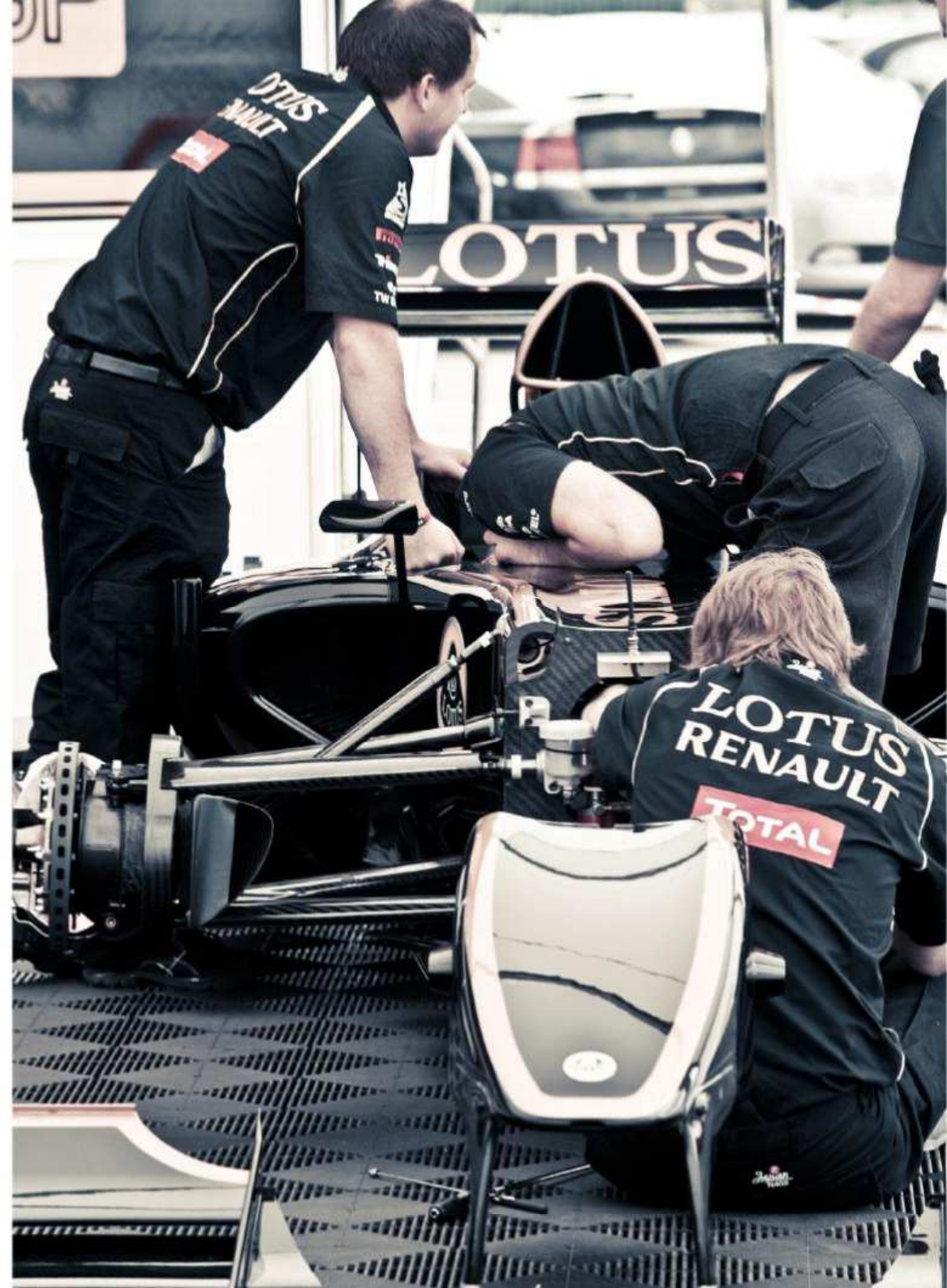
TECHNOLOGY

Standard gear radio sets are provided. Additional/aletrnative requirements will be chargeable

TYRES

A set of slick tyres and rims will be supplied with purchase. Additional sets to be purchased as required.

An additional set of complimentary rims will be included as part of the purchase package.





LOTUS
MOTORSPORT

YOUR LOTUS 125

As a Lotus 125 customer, you will receive a race suit, gloves, nomex underwear and boots free of charge.

Helmets are not supplied, but we do provide a design service for personalised livery (if required) free of charge.

Basic one colour paint will be applied free of charge. Any chosen liveries will be applied at an additional cost.

If you do wish to personalise or purchase your garage, this can be arranged at an additional cost.

EXPLORATION,

THE ESSENCE OF THE HUMAN SPIRIT

A relentless pursuit of perfection is the defining factor in your life; good is rarely good enough. Whether it is results for your business or searching out the ultimate destination, you always strive to reach new levels and cross new boundaries. Driven by a quiet voice within, you know that true fulfillment comes from self-challenge where only you can judge the true quantum of the test. And, with ever greater regulation and restrictions, where on earth can you really challenge yourself? Now it is time to face your ultimate challenge. Shaped by the world of Formula 1™, a place of meticulous attention to detail and precision combined with the upmost efficiency and quality. The experience will immerse you in automotive performance and engineering exactitude.

RUPERT MANWARING

Head of Commercial - Motorsport

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Terms and conditions of sale apply

Lotus Exos is an exclusive private club restricted to 25 full members. Membership is strictly by Term Lotus invitation only and subject to payment of the appropriate annual fees. Membership is absolutely non-transferable and detailed club house rules specifying regulations and charges are available upon request.

The Lotus 125 is a track use only vehicle designed exclusively for the 'Exos Experience by Lotus' and Lotus offers no guarantee that the vehicle meets any other recognized racing regulations. Customers are responsible for ensuring compliance with any respective race technical and sporting regulations.

The Type 125 is designed to closely replicate the overall design of a current Formula 1 car and whilst a level of adjustability has been designed into the Lotus 125's cockpit, physical size limits will apply. The extreme performance of the Lotus 125 requires customers to maintain a minimum level of physical conditioning. Lotus therefore reserves the right to request independent medical assessment prior to accepting a Lotus 125 sale and application to join Lotus Exos club.

The Lotus 125 is a high performance vehicle for track use and as such is not covered by Lotus' standard warranty policy.

Vehicle performance data and technical specification is subject to final design and track testing and is therefore subject to change without prior notice.

The annual Exos track calendar will be released separately and any circuits referenced in this brochure are indicative only and subject to change. Lotus is happy to discuss storage of customer vehicles at Lotus' factory in the UK and transportation to/from Exos events but this is subject to separate negotiation and not included within either the vehicle sale price or club membership fee.

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