

Lotus Elise/Exige Tarmac Rally Car

270 BHP n/a Honda powered road legal car with RACMSA motorsport passport for both Race and Rally. Massive spec' – see below

Original car:	2003 Lotus Elise
Bodywork:	Elise 111S front clam Exige Rear clam (spoiler removed as only adds weight) Lightweight engine cover MSA spec towing eyes Steel sump / venturi
Seats:	Cobra Pro-Race seats FIA Standard 8855-1999 valid until end 2021
Belts:	TRS six point valid until end 2021
Fire:	Lifeline Plumbed in and hand-held extinguishers
Cage:	Harry Hockley FIA Clubman 500 bolt in cage. MSA ratified door bars fitted 2017
Other:	Oddessy Gel battery in passenger footwell Oil pressure gauge with braided line Water temp gauge Terratrip pro race intercom with mobile phone jack Oil spill kit SOS/OK board Belt cutter Sparco quick release steering wheel
Suspension:	Nitron NTR Sport one-way - revalved and +75mm travel by Nitron 2017.
Springs soft:	Nitron 475lb Rear, 425lb Front,
Springs hard:	Eibach 600lb Rear, 500lb Front
Toe links:	EliseParts Uni-ball kit
Other:	Race ARB kit adjustable(Plansport)
Wheels:	3 sets of Team Dynamics pro-race 1.2
Road tyres:	Avon ZZR
Track tyres:	Michelin soft (one rally)
Brakes front:	4 pot AP Racing (5040) AP 308mm discs Ali front bells Braided hoses
Brakes rear:	294mm (Elise front brakes) Hydraulic handbrake Secondary rear callipers for cable handbrake Ali rear bells Braided hoses
Engine:	Honda K20A Wosner Forged pistons 12.5-1, steel rods Sump baffle kit Toda A3 cams + Toda valve springs Reverie plenum chamber

AT ITB's
 ITG 600BHP air filter
 Stainless steel race exhaust - repacked 2017, 98db @ 0.5m
 Pro alloy radiator
 High pressure fuel pump + 1L swirl pot
 Engine stabiliser
 DTA S60 ECU – mapped by TDi North Sep 2016
 Shell V-MAX or BP ultimate / better only
 10W-60 fully synthetic oil – changed after every event (5L)
 Output: 269.6 BHP at 8,560rpm (153mph)
 187lbft at 5,627 rpm (5,500 – 6,500)
 840Kg with half a tank of fuel and all liquids full = 320bhp/tonne
 Gearbox: Quaife 5 speed mechanical sequential
 Geartronics Flatshift ECU with gear position indicator
 Shift lights
 Quaife ATB diff
 Ceramatalic clutch
 Unbreakable driveshafts
 Uprated GKN joints
 Oil changed twice a year (after 3 events)
 Paperwork: RACMSA Vehicle passport issued 23/05/2016 valid until 15/08/2026
 Race, Sprint, Hillclimb, Stage Rally (Category 1)
 RACMSA ratified door bars (required for racing and rallying)
 Receipts
 Setup guides
 Elise manual
 MOT till 26/04/2019
 Insurance £360/year fully comp with Henderson Taylor of Manchester
 (includes 6 track days with same cover)
 0-60: < 4 seconds
 Top speed: No idea, officer, never got past 70mph...
 Saw 130mph at Croft and still accelerating well

 Not included but open to negotiation:
 Spare front clam in same colour (grey)
 L70 XGE – 'Lotus Exige' number plate

 Needing attention:
 Flat shift working on barrel rotation as load cell stopped working over Xmas,
 so dropping £500 from price for replacement + fitting.

This is a huge spec car... Started life as a hillclimb car, went to Ireland as a race car, back to the mainland where I had it converted it to Tarmac Rally (and the reason it's road legal).

I'm selling because my work takes me over the world at short notice so I find myself cancelling events. All work, no play... It's just sat there, crying out to compete. I want to replace this with an Elise or Exige so I can just hop in and go for a drive around Yorkshire.

Yes, you can drive this on the road, but not slowly or in masses of comfort – remember Top Gear, Captain Slow in the race derived DBR9 on public roads....?

Test drives are verboten, I'm afraid. My insurance covers the car for me ONLY.
I'll happily take you out and answer any questions if you are genuinely interested.

Open to sensible negotiation or p/x your car + cash.

Cheers!