

**LOTUS 2-11 and MODIFIED ELISE/EXIGE TECHNICAL REGULATIONS**  
**approved for**  
**2010 GT CUP CHAMPIONSHIP**  
**Appendix ii**

**2-Eleven** – Specifically aimed at the Toyota supercharged Lotus 2-Eleven circuit car, limited modifications permitted keeping cars very close to the original showroom specification.

**Modified** – Aimed at moderately tuned vehicles, including vehicles with aftermarket engine conversions. Normally aspirated engines only, unless engine has been supplied by Lotus with forced induction such as S2 Toyota Exige/Elise.

**Class 2-Eleven**

1.1.1      **Chassis:** 2-  
**Eleven**

1.1.1.1    The construction type, design and material must remain as standard. This includes the sub frame.

1.1.1.2    No additional bracing/supports can be added, including any stiffening of the rear sub frame. No method of adding stiffness to the chassis and/or subframe is permitted. Only the use of Lotus manufactured and supplied rear track control arm kit is permitted.

1.1.2      **Bodywork:** 2-  
**Eleven**

1.1.2.1    Vehicles in both classes must be fitted with standard Lotus supplied bodywork or OEM bodywork of the same internal and external dimensions and material of the lotus supplied part.

1.1.2.2    Interior must remain as standard with the exception of seats and seat mounts which may be replaced with alternatives if they meet MSA requirements.

1.1.2.3    Lotus removable steering wheel may be fitted.

1.1.2.4    The passenger seat, mounts and seatbelts may be removed.

1.1.2.5    The windscreen may be removed and replaced with the standard Lotus supplied rigid tonneau and screen or an OEM tonneau cover and screen of the same internal and external dimensions and material of the lotus supplied part.

1.1.2.6    There should be substantial towing eyes securely fixed to the main structure of the vehicle, front and rear, within the confines of the body to enable the vehicle to be moved. Towing eyes should have a minimum internal diameter of 60mm. Towing eyes/towing points should be painted a contrasting bright colour (dayglo red, orange or yellow). (Bluebook reference Q19.1.3)

1.1.2.7    Carbon fibre body panels are not permitted (including carbon rigid tonneau cover)

1.1.2.8    Plastic arch liners may be added for protection to inner wheel arch.

**LOTUS 2-11 and MODIFIED ELISE/EXIGE TECHNICAL REGULATIONS**  
**approved for**  
**2010 GT CUP CHAMPIONSHIP**  
**Appendix ii**

- 1.1.2.9 Lotus Aero Pack comprising adjustable carbon fibre single element rear wing, wing end plates for which material is free but must remain to the original dimensions and extended front splitter is permitted.
- 1.1.2.10 All vehicles must be fitted with rear view side mirrors.
- 1.1.2.11 All vehicles must be fitted with Lotus 2-Eleven brake lights and rear fog lights (the latter complying with MSA regulation K5).
- 1.1.2.12 Headlamps, front direction indicators and side repeaters including associated mountings are optional.
- 1.1.3 **Engine:** 2-  
**Eleven**
- 1.1.3.1 No engine modifications permitted including, but not limited to, engine control unit mapping, engine internal components and exhaust system with the exception of the exhaust silencer. Lotus 2-ELEVEN 260PS ECM upgrade is permitted, part number "ALS3M0352F ECM, 260PS UPGRADE, 2-ELEVEN"
- 1.1.3.2 Vehicle power is limited to **245bhp at the hubs** (allows use of 260 upgrade). Please note this is our measured power and not officially advertised power figures.
- 1.1.3.3 All drivers in all classes must enter their power output when submitting their technical document to the GT Cup Co-ordinator and provide a dyno printout from Torque Developments International PLC or alternative approved rolling road to support this figure. Any modifications made to the vehicle will require a new dyno plot from TDI at the driver's expense.
- 1.1.3.4 The power limit must be strictly adhered too – all drivers are advised that their cars **MUST** be under this maximum as there will be no excuses should they be found to exceed them.
- 1.1.3.5 Vehicles may be fitted with an additional oil temperature and pressure gauge.
- 1.1.3.6 Air filter is free (Original Mass Air Flow (MAF) sensor and housing must remain standard).
- 1.1.3.7 Vehicles may be fitted with the Lotus supplied Twin Air/Oil Coolers.
- 1.1.3.8 Mesh may be added to front and rear of Air/Oil cooler.
- 1.1.3.9 Lotus engine mount upgrade is permitted, part numbers:  
ALS3E0264F Engine Mount, Front, Bush, Upgrade  
ALS3E0265F Engine Mount, Rear, Bush, Upgrade

- 1.1.4 **Suspensions:** 2-  
**Eleven**



**LOTUS 2-11 and MODIFIED ELISE/EXIGE TECHNICAL REGULATIONS**  
**approved for**  
**2010 GT CUP CHAMPIONSHIP**  
**Appendix ii**

- 1.1.4.1 Damper make is free but may only be a maximum of two way adjustable.
- 1.1.4.2 Front damper brackets to the chassis may be replaced by the Lotus motorsport adjustable mount to raise or lower the upper damper mounting point.
- 1.1.4.3 Springs are free including the use of helper springs.
- 1.1.4.4 Vehicles may be fitted with polyurethane or nylatron suspension bushes.
- 1.1.4.5 Up rated inner rear toe links may be fitted however mounting points must be the same as standard.
  
- 1.1.5 **Ride Height and Ground Clearance:** 2-  
**Eleven**
- 1.1.5.1 See diagram 6.4 in appendices showing illustration of where ride height should be observed on the vehicle.
- 1.1.5.2 No part of the car between all 4 wheel centres (excluding mud flaps) may be below 85mm.
- 1.1.5.3 No part of the car (excluding mud flaps) should be below 65mm.
- 1.1.6 **Transmission:** 2-  
**Eleven**
- 1.1.6.1 Any modification is prohibited including LSD options, with the exception of fitment of the Lotus motorsport clutch.
- 1.1.6.2 LSDs are permitted.
- 1.1.7 **Electrics:** 2-  
**Eleven**
- 1.1.7.1 Any modification is prohibited with the exception of modifications required for fitment of a battery isolation switch and lotus supplied Anderson Plug External Connector and Cables.
- 1.1.8 **Brakes:** 2-  
**Eleven**
- 1.1.8.1 Discs are free (steel or iron only – bells are free).
- 1.1.8.2 Pads are free.
- 1.1.8.3 Fluid must be DOT 4 or 5.1.

**LOTUS 2-11 and MODIFIED ELISE/EXIGE TECHNICAL REGULATIONS**  
**approved for**  
**2010 GT CUP CHAMPIONSHIP**  
**Appendix ii**

1.1.8.4 Callipers are free. However, if changed from standard (AP two pot fronts and Brembo sliding calliper rear) then ABS must not be deactivated unless agreed with the GT Cup championship eligibility scrutineer.

1.1.9 **Wheels:** 2-  
**Eleven**

Permitted wheels must take the Pirelli race tyres and should be one of the following;

Lotus 2-Eleven Y type 8 spoke Cast Wheels

Lotus 2-Eleven forged 5 Spoke (7x16 & 8x17)

Lotus 2-Eleven 7 Twin Spoke Ultra Lightweight Forged Alloy Wheels

1.1.10 **Tyres:** 2-  
**Eleven**

1.1.10.1 As supplied control tyre:

Pirelli  
200/600-16  
245/620-17

1.1.10.2 No modifications or treatments are permitted to the tyres in any way, including the use of tyre warmers (any tyres suspected of being treated/modified will be excluded from the meeting).

1.1.10.3 Tyres must be sourced from the series approved supplier and be marked with the correct batch numbers.

1.1.10.4 It is not permitted to fill tyres with nitrogen

1.1.11 **Weights:** 2-  
**Eleven**

1.1.11.1 Minimum weight of the vehicle excluding the driver must be **725 kg**.

- The finishing weight of the car must be a minimum of 725kg, plus any equalizing ballast agreed with the organizers, plus 90kg for the driver.
- In the event that the driver weighs less than 90kg, ballast must be added. Therefore the minimum finishing weight of the car must be 840kg plus equalizing ballast.
- Any success ballast carried does not count towards the finishing weight of the car.

**LOTUS 2-11 and MODIFIED ELISE/EXIGE TECHNICAL REGULATIONS**  
**approved for**  
**2010 GT CUP CHAMPIONSHIP**  
**Appendix ii**

- 1.1.11.2 815kg is the minimum the car and driver combined must be in race trim after either a race or qualifying session as defined in MSA GR J5.15.
- 1.1.11.3 Ballast may only be applied under direction from GT Cup championship scrutineer and where required shall be securely fixed in accordance with MSA GR J5.15.
- 1.1.11.4 Individual cars will have additional weight added to their minimum weights depending on vehicle specification.
- 1.1.11.5 **Success Ballast:** 2-  
**Eleven**
- 1.1.11.5.1 Under certain circumstances the Organisers will require 'success' ballast to be applied to certain vehicles in accordance to the GT Cup sporting and technical regulations.
- 1.1.11.5.2 It is the responsibility of the competitor to provide lead ballast plates and secure fixings to mount this in the passenger side footwell. Success ballast is in addition to class minimum weight requirements. Queries on securing ballast should be addressed to the championship scrutineer.
- 1.1.12 **Fuel Tank/Fuel:** 2-  
**Eleven**
- 1.1.12.1 As per MSA GR J5.13 where appropriate. Only pump fuel as defined in Section B of the 2010 MSA Year Book is permitted.
- 1.1.12.2 The standard fuel tank (in both dimensions and material) should be used unless replaced with the Lotus 70 litre FIA FT3 bag fuel tank as described in MSA GR K4.

**Class Modified**

- 1.1.13 **Chassis:**  
**MODIFIED**
- 1.1.13.1 The construction type, design and material must remain as standard. This includes the subframe.
- 1.1.13.2 No additional bracing/supports can be added with exception that Toyota engine series 2 cars are permitted to additionally fit the rear chassis brace kit (LOTAC05377).
- 1.1.14 **Bodywork:**  
**MODIFIED**
- 1.1.14.1 All cars must retain the standard road car's profile, and be maintained to a high standard of finish, whilst it's understandable that damage may occur during a

**LOTUS 2-11 and MODIFIED ELISE/EXIGE TECHNICAL REGULATIONS**  
**approved for**  
**2010 GT CUP CHAMPIONSHIP**  
**Appendix ii**

weekend, it's important that this is rectified before the next meeting. This is important to keep the image and profile of the series.

- 1.1.14.2 GT Cup organisers reserves the right to overrule any part that is felt to be outside the spirit of the series. If in any doubt about what is/is not acceptable, the onus is on the entrant to ask first. Any competitor who is deemed to be running outside these regulations may be asked to change class or to remove any unapproved part.
- 1.1.14.3 All body panels must remain as standard production in size, shape, profile and material (i.e. Pre-preg GRP, Kevlar and Carbon fibre are not permitted); however, they may be made up from different parts (e.g. the Motorsport Elise panel set).
- 1.1.14.4 Permitted body modifications are:
  - 1.1.14.4.1 Front splitters may be fitted within the width of the bodywork, (excluding wing mirrors) and may project a maximum of 30mm beyond the body work measured by a plum line from the front of clam. An additional front spoiler as shown in section 6.5 may also be fitted but both must comply with ground clearance rules in 5.8.5. Material is free.
  - 1.1.14.4.2 Under trays must not exceed overall dimensions of the standard part however ducts and holes within the tray may be relocated and material is free.
  - 1.1.14.4.3 Rear diffuser may be extended rearwards protruding no more than 50mm from the rear bodywork (measured from the rear clam where the diffuser is attached at the rear) and complying with the ground clearance rules in 5.8.5 are permitted. Material is free.
  - 1.1.14.4.4 S1 Elise 'Sport 160' style rear wing or a single element rear wing may be fitted to the maximum width of 1245mm (Lotus Motorsport) and have a maximum rear dimension not exceeding the original length of the car excluding any diffuser. All parts of the wing, excluding end plates, must be below 1100mm from the floor and have a maximum cord length of 300mm. End plates are allowed (one each end) but must be no larger than 320x200mm with rounded corners. Material is free.
  - 1.1.14.4.5 Standard side scoops may be fitted, but must not protrude further than the side profile of the car. Material is free.
  - 1.1.14.4.6 Side scoop inner vents may be removed but the external holes in the clam must be standard size and profile.
  - 1.1.14.4.7 A "boost tube" is permitted on 340r cars. Material is free.
  - 1.1.14.4.8 A "motorsport roof scoop" is permitted on Exiges. Material is free.
  - 1.1.14.4.9 The clam under rear grills (fog and reverse lights) may be removed however the grill must remain.

**LOTUS 2-11 and MODIFIED ELISE/EXIGE TECHNICAL REGULATIONS**  
**approved for**  
**2010 GT CUP CHAMPIONSHIP**  
**Appendix ii**

- 1.1.14.4.10 The body behind the number plate can be removed to an area no larger than a standard number plate (520mm x 130mm). If a hole is created it should be covered in mesh and allow fitment of number plate.
- 1.1.14.4.11 Wheel arch liners may be removed and the inner lip of the wheel arch reduced to allow tyre clearance
- 1.1.14.4.12 The boot/engine bay divider may be removed or modified
- 1.1.14.4.13 Rear Bulkhead may be removed and replaced with a solid metallic sheet (ala.Lotus Motorsport). It is essential that this is carried out in such a way that the passenger cabin is sealed from the engine compartment.
- 1.1.14.4.14 The front 'ducts' on an Exige/Motor Sport clam can be opened up for cooling ducts but only to the extent of the standard moulding (i.e. they cannot be made larger)
- \* Material for these items is free.
- 1.1.14.5 Interior items may be removed if the vehicle remains greater than its minimum weight (e.g. passenger seat).
- 1.1.14.6 Seats and seat mounts may be replaced with alternatives if they meet MSA requirements.
- 1.1.14.7 Glass must remain as E marked glass with the exception of the rear screen which may be replaced with a polycarbonate version.
- 1.1.14.8 Heater matrix, blower fan and ducting to distribution flap may be removed.
- 1.1.14.9 The reversing and number plate lights may be removed.
- 1.1.14.10 An appropriate red warning light must be fitted to comply with MSA GR K5.
- 1.1.14.11 Instrument binnacle is free however the standard instrument surround should be retained.
- 1.1.14.12 There should be substantial towing eyes securely fixed to the main structure of the vehicle, front and rear, within the confines of the body to enable the vehicle to be moved. Towing eyes should have a minimum internal diameter of 60mm. Towing eyes/towing points should be painted a contrasting bright colour (dayglo red, orange or yellow). (MSA GR Q19.1.3)
- 1.1.14.13 Please check with the series technical team that the exact part you intend to fit is permitted if you are in any doubt over any of the above.
- 1.1.15 **Engine:**  
**MODIFIED**

**LOTUS 2-11 and MODIFIED ELISE/EXIGE TECHNICAL REGULATIONS**  
**approved for**  
**2010 GT CUP CHAMPIONSHIP**  
**Appendix ii**

- 1.1.15.1 Power must not exceed a maximum power output of 250bhp at the hubs and power: weight ratio should not exceed 300bhp per tonne (base weight with the driver out).
- 1.1.15.2 No forced induction with the exception of OEM fitted engines with the Lotus factory option of forced induction.
- 1.1.15.3 All drivers in all classes must enter their power output when submitting their technical document to the GT Cup Championship co-ordinator and provide a dyno printout from Torque Developments International PLC or alternative approved rolling road to support this figure. Any modifications made to the vehicle will require a new dyno plot from the same rolling road at the driver's expense.
- 1.1.15.4 The power limit must be strictly adhered too – GT Cup organisers advice all drivers that their cars **MUST** be under this maximum as there will be no excuses should they be found to exceed them.
- 1.1.16 **Suspensions:**  
**MODIFIED**
  - 1.1.16.1 It is strongly recommended that all cars have upgraded rear toe link kits (A111D0127S or equivalent). It is recommended that Toyota engine cars are additionally fitted with rear chassis brace kit (LOTAC05377).
  - 1.1.16.2 Wishbones may be changed but must retain the original geometry and dimensions (e.g. all mounting points must be the same relative distance and angles apart). Spherical joints are allowed, but adjustable mounting points are not allowed.
  - 1.1.16.3 Rear toe link inner joint may be re-located to the lower wishbone; however, it must remain in the same horizontal plane as the wishbone.
  - 1.1.16.4 Suspension uprights (sometimes known as Hubs) can be changed for alternatives (i.e. Lotus motorsport) but must retain original geometry and mounting point locations (e.g. wheel centre must be in same position relative to upper and lower wishbone mounting points).
  - 1.1.16.5 Wishbone bushes may be replaced from OEM for solid.
  - 1.1.16.6 Uprights and steering arms may be modified to achieve more camber.
  - 1.1.16.7 Dampers are free, as are the damper brackets to the chassis.
  - 1.1.16.8 Springs are free including use of helper springs.
  - 1.1.16.9 Front anti roll bar may be replaced by an up rated one using the same design and mounts to original. No additional anti roll bars can be added (i.e. rears etc).
  - 1.1.16.10 Steering racks are free.

**LOTUS 2-11 and MODIFIED ELISE/EXIGE TECHNICAL REGULATIONS**  
**approved for**  
**2010 GT CUP CHAMPIONSHIP**  
**Appendix ii**

1.1.16.11 Steering arms may be changed from OEM but must retain standard ackerman and upright/wishbone mountings both physically and geometrically.

1.1.17 **Ride Height and Ground Clearance:**  
**MODIFIED**

1.1.17.1 See diagram 6.4 in appendices showing illustration of where ride height should be observed on the vehicle.

1.1.17.2 Ride height - no part of the car between all 4 wheel centres (excluding mud flaps) may be below 85mm.

1.1.17.3 Ground clearance - no part of the car (excluding mud flaps) should be below 65mm.

1.1.18 **Transmission:**  
**MODIFIED**

1.1.18.1 Free (although cars equipped with sequential or dog gear boxes may incur weight penalties).

1.1.18.2 LSDs are permitted.

1.1.19 **Electrics:**  
**MODIFIED**

1.1.19.1 As per MSA GR J5.14.1.

1.1.19.2 Aftermarket and reprogrammed Engine Control Units (ECU) are permitted.

1.1.19.3 Vehicles fitted with ECU that are capable of holding multiple engine map configurations must;

1.1.19.3.1 Have no map switching device connected to the ECU.

1.1.19.3.2 Have the ECU mounted in such a way that series eligibility scrutineers can observe that no switching device is connected to the ECU.

1.1.19.3.3 Have no engine maps stored on the ECU that would increase the engines power above that of the ECU map used in the vehicles series eligibility power testing.

1.1.19.4 Battery size & type is free but must remain in the standard location and be capable of starting the car multiple times without external assistance.

1.1.20 **Brakes:**  
**MODIFIED**

1.1.20.1 Pads are free.

1.1.20.2 Discs are free (steel or iron only – bells are free).



**LOTUS 2-11 and MODIFIED ELISE/EXIGE TECHNICAL REGULATIONS**  
**approved for**  
**2010 GT CUP CHAMPIONSHIP**  
**Appendix ii**

- 1.1.20.3 Carbon discs are not permitted.
- 1.1.20.4 Callipers are free.
- 1.1.20.5 Master cylinder may be changed (but must be a single dual-circuit type).
- 1.1.20.6 Brake flexible hoses are free – (stainless steel braided recommended).
- 1.1.20.7 Fluid must be DOT 4 or 5.1.
- 1.1.20.8 Bias restrictors/valves are permitted.
- 1.1.20.9 Handbrake may be removed.

1.1.21 **Wheels:**  
**MODIFIED**

Competitors with Elise S1 cars will need to fit 16" and 17" wheels that will accept the tyres provided by Pirelli below.

- 1.1.21.1 All Wheels must be of metal construction. Multi-piece wheels are not permitted.

1.1.22 **Tyres:**  
**MODIFIED**

- 1.1.22.1 As supplied control tyre:

Pirelli  
[200/600-16](#)  
[245/620-17](#)

- 1.1.22.2 No modifications or treatments are permitted to the tyres in any way, including the use of tyre warmers (any tyres suspected of being treated/modified will be excluded from the meeting).
- 1.1.22.3 Tyres must be sourced from the series approved supplier and be marked with the correct batch numbers.
- 1.1.22.4 It is not permitted to fill tyres with nitrogen.

1.1.23 **Weights:**  
**MODIFIED**

Minimum weight of the vehicle must be set to conform to the power to weight ratio of 301bhp/tonne. This means that at maximum power (ie 250bhp) the base weight of the car must be 830kg driver out.

**LOTUS 2-11 and MODIFIED ELISE/EXIGE TECHNICAL REGULATIONS**  
**approved for**  
**2010 GT CUP CHAMPIONSHIP**  
**Appendix ii**

- The finishing weight of the car must be the minimum declared weight, plus any equalizing ballast agreed with the organizers, plus 90kg for the driver.
  - In the event that the driver weighs less than 90kg, ballast must be added. Therefore the minimum finishing weight of the car must be 925kg plus equalizing ballast.
  - Any success ballast carried does not count towards the finishing weight of the car.
- 1.1.23.1 935kg is the minimum weight the car and driver combined must be in race trim after either a race or qualifying session as defined in MSA GR J5.15.
- 1.1.23.2 Ballast may only be applied under direction from GT Cup championship scrutineer and where required shall be securely fixed in accordance with MSA GR J5.15.
- 1.1.23.3 Individual cars will have additional weight added to their minimum weights depending on vehicle specification.
- 1.1.23.4 **Success Ballast:** 2-  
**Modified**
- 1.1.23.4.1 Under certain circumstances the Organisers will require 'success' ballast to be applied to certain vehicles in accordance to the GT Cup sporting and technical regulations.
- 1.1.23.4.2 It is the responsibility of the competitor to provide lead ballast plates and secure this to fixings in the passenger side footwell. Success ballast is in addition to class minimum weight requirements. Queries on securing ballast should be addressed to the championship scrutineer.
- 1.1.24 **Fuel Tank/Fuel:**  
**MODIFIED**
- 1.1.24.1 As per MSA GR J5.13 where appropriate. Only pump fuel as defined in Section B of the 2010 MSA Year Book is permitted.
- 1.1.24.2
- 1.1.24.3 The standard fuel tank (in both dimensions and material) should be used unless replaced with a bag tank as described in MSA GR K4.
- 1.1.24.4 Additional fuel collector pot is allowed with an additional fuel pump, it must, however, be of no more than 0.5L capacity and be securely attached in the engine bay (no fuel lines must be in the cockpit).
- 1.1.24.5 All cars must have a minimum of 3L of fuel remaining in the tank at race finish.
- 1.1.24.6 Charcoal canister may be removed but a one way or rollover valve, venting to a safe area, must be fitted.