



MEDIA INFORMATION

**Production ends for Lotus Elise, Exige and Evora:
new era ramping up as another draws to a close**

- **A total of 51,738 cars built over 26 years**
- **Last Elise, Exige and Evora sports cars photographed with many Lotus colleagues involved in design, engineering, assembly and sales**
- **Elise, Exige and Evora assembly lines will be dismantled in readiness for ramping up production of new Lotus Emira**
- **Same assembly lines also built 9,715 cars for third-party clients including GM and Tesla**
- **Read an US LOT Blog on huge impact and lasting legacy of Elise**

(Hethel, UK – 22 December 2021) Today, Lotus commemorates the last of the Elise, Exige and Evora sports cars.

The trio were photographed on site with many of the Lotus team who contributed to the design, engineering, assembly and sales of the cars.

Between these three model lines and over the course of 26 years, a total of 51,738 cars will have come off the production line. Combined, they represent almost half of the total

production of Lotus in its 73-year history. In addition, 9,715 sports cars were built for Lotus' third-party clients, including GM and Tesla.

From 1996 to 2000, the first-generation Elise and Exige sports cars were built in a small assembly hall at Hethel alongside the Lotus Esprit. The current assembly lines, which were installed in 2000, will be dismantled and replaced with all-new state-of-the-art facilities in support of the all-new Emira factory. Full Emira production begins in the spring, after the prototype and test phases currently underway are completed, taking Lotus sports car production into an exciting, high-tech and semi-automated era, and increasing capacity up to 5,000 units per year on a single shift pattern.

The last examples of the Elise, Exige and Evora models are reserved for Lotus' growing heritage collection.

Joining the collection will be the last Elise, a Sport 240 Final Edition finished in Yellow and the last of 35,124 cars; the last Exige, a Cup 430 Final Edition in Heritage Racing Green – number 10,497; and the last Evora – a GT430 Sport finished in Dark Metallic Grey – the last of a production run of 6,117.

The Elise and Exige sports cars are built around the Lotus 'small car platform'. On the same platform, and also manufactured by Lotus at Hethel were the Opel Speedster / Vauxhall VX220 (7,200 cars built between 2000 and 2005) and the Tesla Roadster (2,515 cars built between 2007 and 2012). Therefore, including the Lotus 340R, Europa, 2-Eleven and 3-Eleven cars, this brings the total Lotus small car platform production volumes to 56,618 cars.

Matt Windle, Managing Director, Lotus Cars, said: "First of all, I would like to thank the Lotus team who have worked on the Elise, Exige and Evora over the years and who are now transferring to Emira and Evija manufacturing. I would also like to convey enormous gratitude to all the customers of the Elise, Exige and Evora over the last 26 years for their passion, enthusiasm and support. These customers have given our 'three Es' true cult status – usually reserved for long-out-of-production classics. As we say farewell to the last few cars, we look forward to the Emira and Evija in the all-new factories at Hethel and sub-assembly facilities in Norwich, which introduce greater efficiencies and automation, higher quality and flexibility and the hugely exciting next chapter in our Vision80 strategy."

Russell Carr, Design Director, Lotus Cars, added: "These iconic cars have not only played a huge role in Lotus' 73-year history but have also been ever-present in my daily life. Together with the Lotus design team, I have lived and breathed these cars for over 26 years. We will miss them, but a bit like Christmas, once it's over, the excitement for the next one starts to

build – and that’s what’s happening now at Lotus with the Evija, Emira and forthcoming Type 132. 2022 is going to be a great year as a new Lotus generation swings into action.”

Gavan Kershaw, Director of Vehicle Attributes, said: “The Elise, particularly, has been a huge part of my life. It was conceived when I had just finished my apprenticeship and I was working in the vehicle workshops helping to build early prototypes. The Exige will always remain close to me, as the development programme was the first that I worked on as an engineer and I also won the British GT3 championship in a race version. The Evora is also hugely important as it showed that you can have high performance and award-winning handling without sacrificing the longer-journey GT ability. I have first-hand experience of this as I won the British GT4 championships in one and I will never forget leading the technical programme for our Evora Le Mans campaign where we achieved a podium.”

Richard Rackham, Head of Vehicle Concepts, who was vehicle architect on the Lotus Elise and part of the team that pioneered extruded and bonded aluminium technology in the automotive industry, said: “The impact of these three cars has been spectacular over the years, technically, structurally and dynamically. But all technologies and innovations move on and, if you had asked me of my proudest moment four years ago, I would have, without hesitation, said the Elise chassis. However, this has been usurped by our new Project LEVA architecture for our new range of electric sports cars, starting with the Type 135 in a few years’ time. This is now the zenith of Lotus architectures as it has moved the technology game so much further. There is a lot to look forward to.”

The elder of the ‘3Es’ trio, the Elise, has been part of the automotive landscape for more than 25 years. Click [here](#) for 25 examples of the huge impact and lasting legacy of this amazing little two-seater.

Next out of the Lotus stable is the Emira, the critically acclaimed new mid-engineered sports car from Lotus. Launched last July at Hethel and on a world tour ever since, it’s the last petrol-powered car from Lotus. Joining the first electric Lotus – the Evija hypercar and the most powerful production car in the world – will be the all-electric Type 132, Lotus’ first SUV, which will be revealed to the world in the spring.

The Lotus media site – <https://media.lotuscars.com> – contains news, images, specifications and full details of current models, as well as heritage cars and engineering technology.

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About Lotus

Lotus Cars is based in Hethel, Norfolk, UK, and is the global HQ for sports car and hypercar manufacturing operations, the Lotus Advanced Performance Centre and the iconic 2.2-mile test track. Lotus Cars builds world-class high-performance cars, born out of legendary success on the racetrack including 13 FIA Formula 1 world titles and many other championship honours. In July 2021 Lotus unveiled the all-new Lotus Emira, its last and best-of-breed petrol-powered sports car. The first customer cars will be delivered in 2022. In July 2019 it launched the Evija, the world's first all-electric British hypercar. Customer deliveries will begin during 2021.

Lotus Engineering provides comprehensive consultancy services to many of the world's OEMs and Tier 1 suppliers. It is internationally recognised for its long-standing contribution to ground-breaking engineering and innovative vehicle development. Its expertise extends beyond automotive; in August 2021 a Lotus Engineering-developed track bike helped Team GB's cyclists win seven medals, including three golds, at the Tokyo Olympics. An international consultancy with offices around the world, Lotus Engineering is headquartered at the Lotus Advanced Technology Centre on the University of Warwick's Wellesbourne Campus in the UK.

Lotus Technology is the global 'intelligent technology' division based in Wuhan, China. Its role is to accelerate innovation in the fields of batteries and energy management, electric motors, electronic control systems, intelligent driving, intelligent manufacturing and many more. It will oversee the manufacture of a range of premium Lotus lifestyle electric vehicles in Wuhan starting in 2022.

Lotus Group is the parent company of the above subsidiaries and others. It is part of Geely Automotive, the fastest-growing automotive group in the world. Geely has a 51% controlling stake, with 49% owned by Etika Automotive, a Malaysian conglomerate.