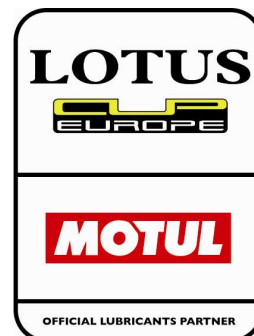


TECHNICAL BULLETIN N.1

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Basic suspension set-up for LCE races



Although Lotus cars are designed to offer the best possible compromise on road and track, Lotus Cup Europe's specific race application might lead to different optimum set ups than the ones set initially at the Factory.

Racing on various tracks, under varying conditions, with different parts and driver preferences doesn't allow us to recommend one given optimum suspension set up for the Lotus Cup Europe. However, you might want to consider the following as starting point to help defining YOUR optimal race suspension set up when racing on Yokohama 048.

| | Item | 2-Eleven | Exige Cup |
|--------------|--|-------------------------|-------------------------|
| | Front springs | 105N/mm | 115N/mm |
| | Rear springs | 140N/mm | 150N/mm |
| | Ohlins Dampers | Revalved | Revalved |
| | Compression Settings (Canister) | Frnt – P8 Rear – P8 | Frnt – P8 Rear – P8 |
| | Rebound Settings (Damper body) | Frnt – P9 Rear – P10 | Frnt – P9 Rear – P10 |
| | Anti roll bar | Middle position P3 | Middle position P3 |
| | Rear Wing (with GT4 cage) | P5 (Full) | |
| | Rear Wing (without GT4 cage) | P4 | |
| Order | Geometry Set with driver weight plus 30L fuel | | |
| 1 | Ride height front (<i>mm</i>) | 100 | 120 |
| 1a | Ride height rear (<i>mm</i>) | 110 | 120 |
| 2 | Front camber (<i>degrees</i>) | -1.5 | -1.5 |
| 2a | Rear Camber (<i>degrees</i>) | -3.2 | -3.2 |
| 3 | Front toe (<i>mm/wheel</i>) | 0 | 0 |
| 3a | Rear (<i>Toe IN, mm/wheel</i>) | 2.5 | 2.5 |

Also attached is a simple but straight forward "Handling Diagnosis Sheet" which can be helpful to interpret driver's feedbacks.

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Technical Commissioner LCE