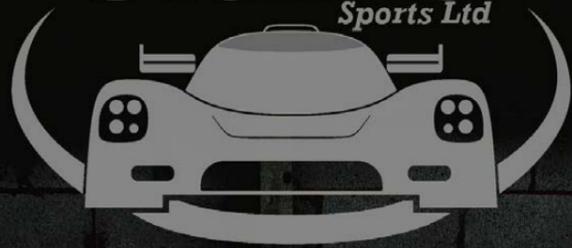


Ultima
Sports Ltd



www.ultimasports.co.uk



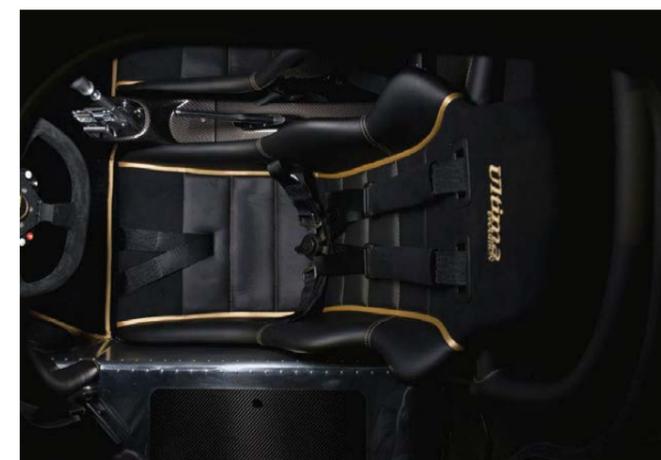
About us

Launched in 1984, the Ultima immediately began setting lap records before more recently setting world records. Its 0-100-0mph time in 2004 was the fastest of any production car available, and we then went out and beat our own record two more times over the coming years (eventually satisfied with 9.4 seconds – a record which still stands today). And to prove our car's talents weren't limited to a straight line, we then took to the famous Top Gear test track, setting the fastest independently timed lap of any production car, just 1 min 9.9 seconds.

But world records are only part of what makes our company and owning an Ultima EVO unique. The car's Le Mans inspired styling has a clarity and sense of purpose no other supercar can match yet the EVO combines its race car looks with modern road-going refinements in terms of ride comfort and interior fit and finish. It's an intoxicating mix of road and race that, as already demonstrated, is far more than skin deep.

And then there is the unique ownership experience. While we are happy to build a car for you, the majority of our customers prefer to assemble their car at home and for 75% of these, this will be their first ever build. This is only possible because of the Ultima's meticulous design and superb factory support from our technicians.

For a unique ownership experience in the garage and on the road, look no further.





About the Ultima EVO

Whether you prefer your thrills with a roof over your head or the wind in your hair, both the Ultima EVO Coupe and Convertible have almost identical DNA... there is no compromise.

With over thirty years of continuous development the EVO is at the pinnacle of its game. But what sets the EVO apart from its forebears is a new level of sophistication... from the revised chassis and geometry, up through the mechanical components, back to the engine compartment, into the highly specified interior and out to the latest generation bodywork.

The McLaren link

Ultima is immensely proud to have been associated with two groundbreaking moments in McLaren history. When the TAG McLaren Group was developing the original F1, the organisation purchased two Ultimas as test vehicles for its chosen engine and gearbox. Albert and Edward, as the two cars affectionately became known, played a key role in the F1's gestation period.

And when McLaren looked to launch a new range of sports cars back in 2007, it once again returned to Ultima, using our car as a test bed for numerous different features on the soon to be launched MP4-12C.

When a world-beating company wants to use your products, you know you must be doing something right!

It's utterly devastating, the most intense slug of acceleration I've ever experienced on the road. This is no one-trick, point-and-squirt supercar. You can feel the chassis working beneath you and exploit that grip to whatever extent you're comfortable with"

Evo magazine

These developments mean the EVO handles better than ever, yet with a ride quality that belies its race car styling. Power from the LS range of Chevrolet engines deliver effortless performance and remarkable usability. The hand-stitched leather interior is meticulously finished while areas such as the centrally located gear lever are a visual delight. Air conditioning and other refinements (satnav, iPod connectivity etc) can be integrated as standard. And finally the quality of the bodywork is industry leading, with perfect panel gaps and a gel coat finish that uses the latest resins for colourfast resistance.

The EVO Convertible is available in three interchangeable configurations... low flyscreen for the ultimate Le Mans prototype experience, tall screen (and removable side windows) and finally a hardtop with removable gullwing doors for fast long distance road trips.

Build your own Ultima

The better a car is engineered, the easier it will go together, and with over three decades of R&D under our belt, the EVO

Coupe and Convertible can be assembled more easily than ever. Whether you are working in the UK or elsewhere around the globe, our technicians are on-hand to guide you when necessary.

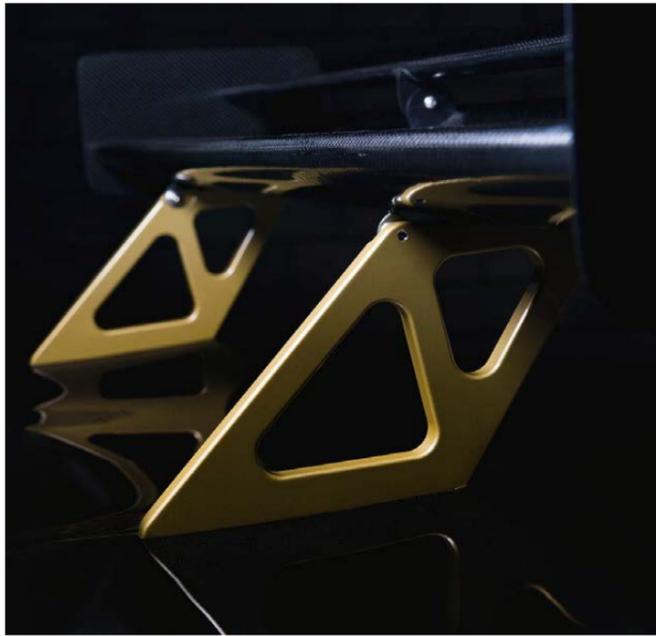
The sense of achievement and pride that comes with building your own supercar is something you will never forget and always cherish. And when you hit the road, a whole new adventure begins...

Ultima around the world

Over the years we have supplied cars to over 65 different countries, with the USA being a particularly popular destination. As such we are extremely familiar with shipping procedures and the EVO is fully configured for either right or left-hand drive.

Want to know more?

To find out more about our company, our cars and how we can help you build and own your Ultima EVO, visit our website at www.ultimasports.co.uk



More detail...

Chassis: Full spaceframe using mainly 38mm x 1.5mm diameter tube. Market leading torsional rigidity. Fully welded roll cage in 45mm CDS with welded rear braces. Powder coated in satin black. Panelled in 1.5mm NS4 alloy sheet

Wing: Double element track design in carbon fibre revised for improved rearward visibility

Body: Three easily interchangeable Ultima EVO Convertible Formats – low fly screen, tall glass windscreen, hard top with retractable targa roof system with gullwing doors. Unpainted GRP finished in immaculate gel coat finish utilising the latest advances in pigment technology. Carbon fibre Ultima Evolution wing mirrors option. Carbon fibre Ultima Evolution front splitter option. Ultima Evolution badges. Rear view camera and parking sensors option.

Interior: Ultima Evolution branded leather/alcantara seats and dashboard. Ultima Evolution branded instruments colour coded option. Carpet for the floor and rear bulkhead with colour coded piping option. Air conditioning. Stainless steel handbrake lever. Ultima Evolution branded luggage bag set. Steering wheel mounted wireless switch gear. Alpine in car entertainment system with sat nav option.

Lighting: Full LED lighting front and rear to Ultima Evolution design with a carbon fibre style headlight cluster arrangement and machined aluminium anodised bezels. LED side indicator repeaters.

Screen: Laminated glass. Fully U.S.A. and European certified. Heated windscreen option.

Suspension: TIG welded double unequal length wishbones with extended length front wishbones. Alloy uprights in LM25. Custom made coil spring dampers fully adjustable for bump, rebound and ride height.

Steering: Alloy sports Ultima EVO quick ratio steering rack, 2.1 turns lock to lock.

Brakes: 12.7" curved vane vented disc brakes all round. Adjustable brake bias front to rear. All s/s TUV hoses.

Engine: Chevrolet V8 LS fuel injection from 350bhp to 1020bhp.

Gearbox: Porsche 6-speed manual transaxle with machined billet quick shifter cable change system.

Wheels: Forged lightweight and flow formed alloy one-piece Ultima Evolution wheels with Ultima Evolution centre caps.

Tyres: Michelin 18" and 19" options.

Dimensions:

Length:	4000mm
Width:	1850mm
Height:	1070mm
Wheelbase:	2560mm
Ground clearance:	120mm (adjustable)
Weight:	920kg

Performance: 1020bhp 6800cc supercharged LS V8 Ultima Evolution

0-60mph:	2.3 secs
0-100mph:	4.9 secs
30-70mph:	1.5 secs
0-150mph:	8.9 secs
0-100-0 mph:	8.8 secs
Standing quarter mile:	9.2 secs @ 156mph
Top speed:	240+ mph (gearing limited)

Performance: 700bhp 7000cc LS7 V8 Ultima Evolution

0-60mph:	2.6 secs
0-100mph:	5.3 secs
30-70mph:	1.8 secs
0-150mph:	10.4 secs
0-100-0 mph:	9.4 secs (World Record)
Standing quarter mile:	9.9 secs @ 143mph
Top speed:	200+ mph (gearing limited)
Top Gear track:	1 min 12.8 secs (road tyres) 1 min 9.9 secs (slicks)

Performance: 480bhp 6200cc LS3 V8 Ultima Evolution

0-60mph:	3.1 secs
0-100mph:	6.4 secs
30-70mph:	2.4 secs
0-150mph:	13.2 secs
0-100-0 mph:	10.5 secs
Standing quarter mile:	11.4 secs @ 129mph
Top speed:	180+ mph (gearing limited)
Top Gear track:	1 min 15.9 secs



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