



KIT LOTUS

Volume 2 Issue 6— January 2010

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Editorial

2009 came and went and despite the global recession, the model car market still has given us a fair share of new options. OK so sales globally are down and manufacturers have cut back, but it still seems there is some buoyancy.

If this were another industry, there would be award ceremonies and huge slaps on the back sessions hosted by celebrities so, imagine in a virtual world, we had the Lotus Model Car Awards, who would we vote for?

The categories could include both kits and ready built and could include the different scales so, in no particular order, these are my offerings for the 2009 Lotus Model Car Awards:

In small scale diecast, Kyotos 1:64 Lotus Set is my winner with maybe Matchbox and the Lotus Evora would be runner up.

Next we have two categories both in 1:43 scale, firstly Kits. My nominations would be Tameo in first and second place purely by preference in reverse order the Lotus 72 and Lotus 56B whilst in third place the 1:43 scale resin kit of the 1954 Lotus Bedford Transporter gets my vote for sheer originality. All kits chosen for their detail and quality of components and the challenge to any model builder.

In 1:43 scale diecast, my prize is split between Spark and Minichamps, Spark could have any in the nomination but my one - two favourites both wear the red and white of Gold Leaf Team Lotus and they are the Lotus 62 and HMS



Hethel again for sheer originality, quality and value. In third place Minichamps Ford Escort Twin Cam, Alan Mann racing version would get my vote.

1:24 scale has been a Lotus wilderness this year so no award is made. In 1:20 scale the land of the rising sun clinches it. Model Factory Hiro wins with their stunning Lotus 49/49B range followed by the Lotus 77. Studio 27 take third with the planar nosed Lotus 93.

1:20 scale accessories would be an award to Best Balsakits for their original range of new photo etch components and decal sheets, complimenting the range manufactured by others such as Studio 27 and AcuStion

1:18 scale is firmly ensconced as a diecast only scale and the undoubted winners are the brace of stunning 79s (see article) followed closely by AutoArt's superb Lotus Europa S (see article)

1:12 also fairs well with the winner having to be the MG Models Lotus 25. In the 1:12 aftermarket category my favourite is Best Balsakits again with the 1:12 DFV engine detailing set of photo etch that tempts us to get carried away.

I've avoided the 1:8 super league category because I wouldn't know enough superlatives from which to start so there you have all my award winners of 2009. You tell me different, lets compare but nothing serious please . Log onto the website and use the forum page to get a conversation going.

Happy new year to everyone, I look forward to bringing you Kit Lotus , to hearing your views comment and to receiving your valued contributions.

JT

Updates

There is without doubt an underlying strength in the model kit market with recession busting businesses producing model after model, usually it is the specialist short run makers and this is probably the one thing that has helped things along and usually to our benefit.

However, it remains mainly with the Japanese makers that this continued success is derived with new offerings almost weekly, heaven help us if we tried to collect everything! We would all be bankrupt. The aftermarket in particular helps fuel model sales with every transkit or decal version. The specialist collect must then fork out for duplicate donor kits with which to build the alternate replica.

The Lotus 78 has been modelled very well in many scales with the 1:20 and 1:12 *Tamiya* versions in particular getting the decal treatment. *Museum Collection* have very reasonably priced sets of 1:12 upgrades resulting in some stunning results. I have an image of the Japan GP Imperial version for next issue subject to permission, it is quite something. *MSM Creation* also produce a 1:12 JPS decal set for the 1:12 Lotus 78.

Studio 27 with their Lotus 81 in two versions have done us proud again. This model, priced around the £150 mark is a resin body with white metal components and machined wheels. Intended for curb side display, the one piece body has no separate sections like the multi media kits but in its blue and silver Essex Petroleum livery it will look the business. Photographs are few at the moment

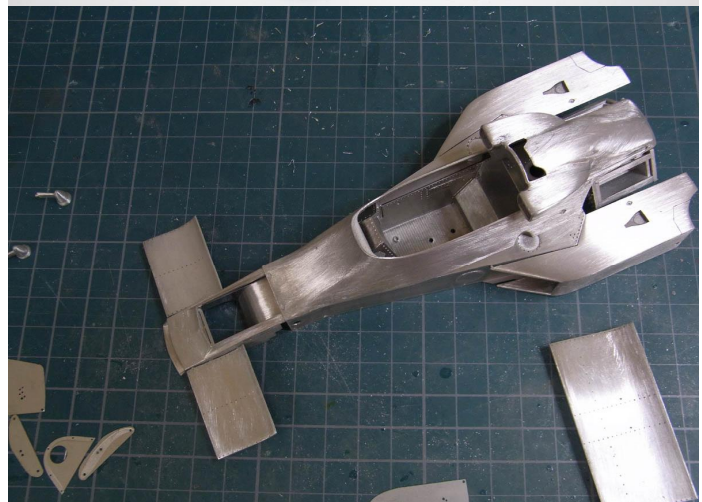


with the *Studio 27* website appearing to need some attention, some of the links such as the modelling guides either aren't working or taking too long to download even with a good sized broadband connection.

Looking forward to future products, I would like to think that there are still many past Lotus subjects still to cover, who would have thought the Lotus 77 would get the razzmatazz treatment other than one of the Japanese specialists, in the bigger scale that is. The care and attention required to turn a fairly unsuccessful car into a winner as both the real thing and a model has to be a

massive investment in time alone. However, we should not be surprised to see what we as Lotus fans see as an unsuccessful car when we see subjects such as the FI Ensigns being replicated. It may not be successful but still formed a significant chunk of Formula 1 history from that period, there always has to be a grid full of cars to make it the spectacle worth watching and following. So hats off to the manufacturers for all those 'obscurities'.

One particular 'obscurity' I would like to see in the bigger scale of 1:20 is the Lotus 76. Not only did this car look great in it's original format, it would be the bridge to link several kits of the same scale by various manufacturers in an unbroken F1 chain of Lotus 33, 49, 72, 77, 78, 79, 80, 81, 87 and beyond. Other than these, 92 and 94 are the missing links as far as I know. Now that Model Factory Hiro have the 77 under their belt, they must be half way there. Perhaps we can only ask, we might get more success than searching for the elusive Lotus Elan +2. Significantly, all of the list above is Japanese.



More images of MFH Lotus 77 another masterpiece in metal

Spark are apparently modelling a Gold Leaf Mini Moke and trailer with a Lotus 47 on the back! Neither am I sure if the HMS Hethel transporter released by Spark ever got the Black and Gold treatment, my knowledge (unconfirmed so I will dig) is that HMS Hethel left the employ of Team Lotus at the end of the 1971 season, replaced by a much more angular vehicle for the JPS era. Spark have released a JPS version so please will someone confirm if I am wrong before I jump in and buy one!

Spark Lotus 62

Deep in the bottom of this year's Christmas Stocking lurked this little beauty. Spark's Lotus 62.

Based on the Lotus Europa but in fact nothing like it under the skin, the 62 had a space framed chassis, moving away from the backbone chassis principal that Chapman had



pioneered. It was built by Lotus Components Ltd and raced to a debut Class Win in the 1969 Brands Hatch 500 by John Miles and Brian Muir. Now it is modelled by Spark who it seems are responsible for something of a conversion in me. When I started Kit Lotus, I was firmly in the kit camp, diecast and other media were always going to be included



but my take on diecast was always that it is really a compromise for the extra detail found in build-it-yourself multi media kits. Now I am no longer so sure. Die casting and model manufacturing takes inexorable strides with each new technology or improvement to methods and tooling. Spark have taken the idea of specialist model building and taken it to production with the same skills but in bulk. The detail achieved, and this 62 is no exception is incredible for the money. I've long since allowed mass producers the benefit of having to comply with toy manufacturing standards but now that it is accepted these are not toys, the details and scale achievable using components not allowed on toys, makes the decision to buy the diecast or a

kit swing in favour of the diecast. Not only does the finish on the 62 reach a high standard, the details such as the thin bright windscreen surround are perfect scale match for the real deal. Bonnet fasteners and windscreen wipers all drop into the same category.

Livery wise, the small sponsor decals are all there but not the Gold Leaf cigarette decal, strange really as the HMS Hethel from Spark is resplendent with its large GLTL design.

All of the apertures where mesh should appear has mesh and the tyres carry the Firestone decals. Both front and rear has the correct spoilers rigidly attached. Now then, what about the Gold Leaf decals? Grand Prix Models confess to not knowing where they can hold of them but



then neither would I. However, I was pretty sure that somewhere lurking in my archive, there might be a couple of sets left over from two Tenariv 49s. So at the first opportunity after Christmas guests had left, I dug into my store and fished out the two 49s. One I built as Graham Hills Zandvoort car and the other I built as the Rob Walker Monaco version so, sitting there on the remaining decal sheets are not one but four sets of Gold Leaf side panels so one set will find a way on to the sides of the 62.

All in all a really nice model and I am a born again diecast fan, not I might add, in favour of kit building, I'll never get a cure for that particular affliction. JT

Make good use of the website

All previous issues are available for download.

There is a forum where any Lotus subject can be discussed with other enthusiasts

www.kitlotus.com

AutoArt Lotus Europa S

If you study the photographs on this page, could you really tell if the car in those photographs is the real deal or something you could slip into a large pocket?

We are so fortunate that the model car industry turns out such high quality, well detailed model cars sufficient to make this scrutiny essential before deciding that the subject is real or not. In this case identifying the Lotus Europa S as a scale model comes down to the size of the carpet pile in the rear shot of the open hatch. No car carpet I have ever seen has so course a weave. This is the only thing that gives the game away and the manufacturer's name. *AutoArt*. The clue in the name is the word *Art*, this 1:18 scale chunk of magnificence is a product of that company and is a truly stunning replica.



Every day, this cars at least allows some compromise for those less agile than they used to be but still as keen as mustard to drive the product from Hethel. At first it was due to be produced in Malaysia by parent company Proton but ultimately the switch to Norfolk was chosen. The 2.0 litre engine in this turbocharged mid engine coupe is the GM Ecotec chucking out 197bhp at 5400 rpm.

Every detail about the AutoArt replica suggests it could do just that, its ten spoke alloy wheels sitting on replica Bridgestone tyres fill the arches neatly and reveal the



Retailing in the £80 quid bracket AutoArt have once again captured the detail faithfully. The fully detailed interior just looks as if you could climb in and start the 2.0 litre mid engine power unit, slip it into gear and disappear.

Not only do we expect high detail these days, it is essential for any model manufacturer worth his salt to provide the best for the money . If he wants to garner a strong niche in the market place and retain it long term, he has to satisfy our lust for anything authentic .

The door lock mechanism is a neat touch often overlooked on scale models but one of those details which sets one manufacturer head and shoulders over another.

Given the Lotus type number 121 the Europa S has been described as more 'relaxed' than its Elise/Exige stablemates with a larger boot, greater soundproofing and easier cabin access due to the lower chassis sides and higher roof line. It also includes interior luxuries such as full carpeting and leather trim with air conditioning and a Sound System as standard kit in line with other European GT Cars. Purists have criticised the car for being slower and less responsive than the Elise/Exige but not all Lotus enthusiasts need the spine tingling ride and handling



brake discs and callipers lurking behind. Brilliant.

LOTUS F1

RACING

The news that the Lotus name would return to Formula One was generally received with satisfaction from Lotus enthusiasts even though the links with both Group Lotus and Classic Team Lotus are not that evident. The fact that the name will return is an exciting prospect.

Like the three other fledgling teams due to join the grid in 2010, Lotus F1 Racing will be down to the wire to produce



their cars. Even now, Bernie Ecclestone has been quoted as saying he expects at least one team to fail to make the first grid, but Lotus F1 Racing isn't that team.

Lotus media sources are still confirming early in the new year to reveal the car. How long after that will the model makers be before their 'grid' is released?

One area where Lotus are established is the driver line up, moving quickly to secure the services of two experienced F1 pilots and a Malaysian driver when they unveiled their line up at a ceremony in Malaysia on 14th December. They are: Italian Jarno Trulli, Finland's Heikki Kovalainen and Malaysia's Fairuz Fauzy, one more to go.

Lotus F1 Racing's initial manufacturing facility and team base is at the former Racing Technologies Norfolk (RTN) factory in Hingham boasting 50,000 square feet from which to 'face the challenges of an aggressive car build programme'. A quick tour around the website shows the Lotus pedigree firmly in charge with classic Lotus F1 cars arrayed in the production bays on the factory floor. The Reception has a former team car on display with graphics and memorabilia celebrating the halcyon days of Team Lotus, no surprise when the company is owned by the Group Lotus parent company.

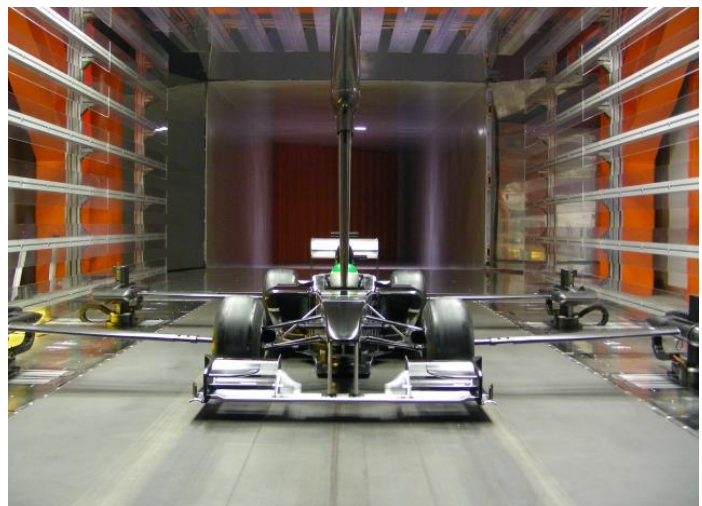


The team principal Tony Fernandes and his team are undoubtedly fully committed to the F1 challenge and with Mike Gascoigne as Chief Technical Officer, he has recruited a veteran aerodynamicist as well as a man with a reputation for turning teams around, making winners out of both Jordan and Renault, the latter after he joined from Benetton. His pedigree has no Lotus stamp on it until now but McLaren, Tyrrell, Sauber, Spyker, Toyota and Force India have all had the benefit of his talents. However, there is one man on the management team Keith Saunt who used to work alongside Clive Chapman in the Purchasing and Logistics side of Team Lotus International so there is at least one physical link to the past.

It is only a few short weeks to the new season and even a few weeks shorter when we should be seeing the new cars in the flesh. The pictures on this page are of the half size model in the wind tunnel, is there anything to distinguish this car as the new Lotus? No, but before long we will be able to recognise it instantly.

Kit Lotus wishes the new Lotus F1 Racing Team every success in the future and we look forward to seeing the name on the F1 grids for a long time to come.

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Minichamps Lotus 79 review

The long awaited release of the 1:18 Minichamps Lotus 79s ensured a stock sell out from the manufacturers instantly. The company newsletter now states 'sold out'. Prices are springing up from all sources but expect to pay up to £80 plus postage if you can get your hands on one. One thing is for certain, Minichamps have a winner.

Arguments now rage regarding authenticity especially surrounding the rear wing winners stickers and the world champions sticker in particular appearing apparently on the car before the championship was won. Having not seen one of these beauties in the flesh I can't tell whether they are tampo prints or decals (see tip). Already readers are telling me what modifications they will be making to chase authenticity but bear in mind these are diecast models, superb yet made to a price so if you need the definitive car from a particular race, the best bet is to buy yourself a



specialist multi media kit .

No matter how much detail mainstream model manufacturers put in, they still have the constraints of mass production which is based on stack 'em high, sell 'em cheap. Plus, manufacturers have to adopt certain safety standards. The dilemma for mass producers is that fine line which gives fanatics like us the impetus to snap up the production as soon as it hits the shelves whilst balancing the need to keep production costs as low as possible. The result is compromise more often than not, and the Minichamps 79 is no stranger to this. The 79 ran at varying times with different radiator/cooler apertures in the sidepods, certainly in 1978 it never ran with the two large radiator air intakes depicted on the model. This version was from 1979 and should therefore be wearing the Martini livery, no doubt Minichamps has spotted that and will issue Andretti and Reuteman versions in green.

The Peterson version is depicted as the Italian Grand Prix car and as we know, Ronnie never got to race the 79 on that fateful weekend due to his practice accident and so ended his career by starting the race in the Lotus 78 -

Minichamps has included the higher rollover protection on the Ronnie version but it wears the same decal set on the rear wing as Mario's car. Neither does it have the bullet style rear mirrors. It is easy to point a finger and say there are inaccuracies, true, but we are discussing die casts against scale multi media models, poles apart in what they can deliver for this price. The multi media model is firmly ensconced in accuracy, short runs and smaller



manufacturers whilst die casts is burdened with massive tooling costs, long production runs and putting product into the mass market with it's intrinsic need for high quality packaging and presentation, the ability to be shipped in bulk without damage and to represent a return on huge

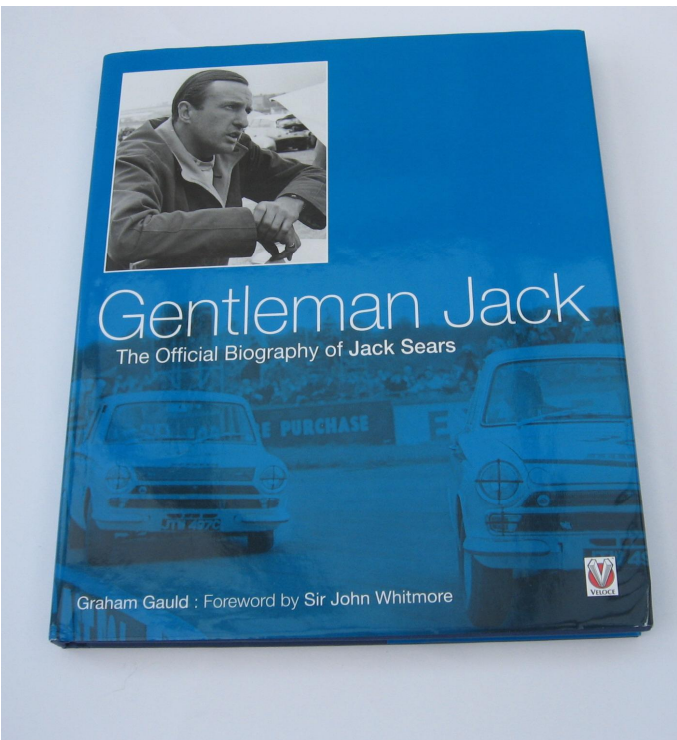


investment. To get any diecast model up to these acceptable standards is a remarkable achievement based on the choice of subject and the potential target audience. Minichamps have this characteristic in spades and have a unique habit of producing the ultimate compromise, an affordable model with lots of credibility. They won't be musing over lost opportunities when the shelves are empty, they will be counting the success and planning the next.

Book Lotus

The time of year when Santa decides to make house calls requires careful and essential maintenance, especially if you are to expect Santa to know all there is to know about what any self-respecting Lotus enthusiast is wishing to find in their Christmas stocking.

My own experience of this is to start the hint dropping extremely early so that Santa has specific details in his logbook of appropriate gifts, subterfuge using family members works well with tangible results from the person closest to you who after all, makes the final deal with the man in red. Christmas 2009 was no exception in our house and provided the deal is reciprocated, it can and does do the job. This year as well as the Spark 62 (see separate article), two books on my Lotus radar dropped out of my Christmas stocking. Both books, though not solely devoted



to Lotus do contain a lot of reference due to the subjects themselves. One is Ronnie Peterson, the book being *Memories of Ronnie Peterson* by Joakim Thedin and Thomas Hägg. The other by Graham Gould, famous author about all things Lotus and Jim Clark. This Lotus link is the book subject, Jack Sears or Gentleman Jack as the title suggests and as he was affectionately known during his racing career.

Jack Sears was a member of the Sears family dynasty, created by Stanley Sears who made shoes and set up the large shoe manufacturer True-Form and the shoe retail chain Freeman Hardy and Willis, both later to be bought by Charles Clore and formed the company Sears Holdings (no connection to the former family). The autobiography has a forward by Sir John Whitmore, another famous exponent

Of the Lotus Cortina. The book has lots of Lotus content mostly around the Cortinas and inevitably featuring many pictures of the association with Jim Clark.

Contributors to the book include John Coombs, Mike McKee, Tommy Sopwith, Sir Jackie Stewart, Bob Jane,



Henry Taylor and Peter Riley. Graham Gould has put together another volume of essential archive in the quest for Lotus Knowledge.

Messrs Thedin and Hägg have done a similar job for *Memories of Ronnie Peterson*, basing the book on a series of anecdotes and recollections from people who in one way or another were part of Superswede's fantastic racing career which includes friends, associates and fans. 47 Contributors in all including Fittipaldi, Andretti and Stewart. Each chapter is a different recollection by one of the contributors accompanied by an appropriate photograph. Most of the stories have a more personal touch than those found in other publications but none of them, other than one or two that might add the odd blemish, changes the popular view of Ronnie Peterson. Thedin and Hägg succeed in retaining Ronnie's Halo and it is a tribute to their work to get so many of Ronnie's contemporaries and friends to contribute without hesitation which says a great deal about how well liked Peterson was. It is unfortunate that these recessionary times have put the brake on their efforts to tell the Peterson story (Closure of the Ronnie Peterson Museum—see separate) but I'm sure they will recover and continue to celebrate Ronnie's achievements, Undoubtedly his career remains unparalleled in Swedish motor sport history and those of us fortunate to witness him first hand behind the wheel of his JPS cars are thankful. JT

KIT LOTUS—WEB DIRECTORY those important websites for Lotus modellers

www.mmcars.co.uk

www.grandprixmodels.co.uk

www.acustion.com

www.modelfactoryhiro.com

www.indycals.net

www.f1specialities.com

www.studio27.co.jp

www.indianapolismotorspeedway.com

www.modellersite.com

www.modelworks.co.uk

www.classicteamlotus.co.uk

www.johnshintonmodels.co.uk

www.lotusdriversguide.com

www.mikesminiatures.com

www.modelsport.com

www.nottinghamclassic.co.uk

www.modelsport2008.co.uk

www.historiclotusregister.co.uk

www.model-cars.org.uk

www.clublotus.co.uk

www.bestbalsakits.be

www.halfmoonhobbies.com

www.rallybadge.co.uk

www.studio27.co.jp

www.sparkmodel.com

www.smtsmodels.co.uk

www.cheapdiecastmodels.com

www.diecas.com

Tips and techniques

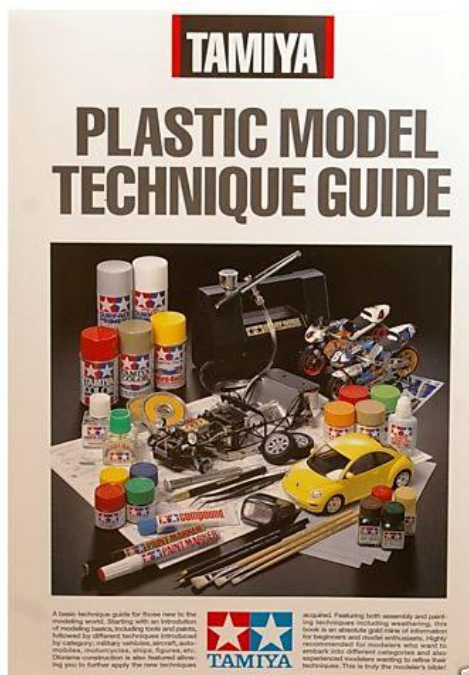
TAMPO TIP

You have just bought a very nice diecast replica of your favourite race car and you would like to modify it to represent a particular version or race.

The after market decal pack has been purchased and you are ready to apply but in the way is the Tampon decals on the paintwork. Tampon printing is where an image etched onto a stainless steel plate and covered in ink so that a rubber pad can sweep the plate picking up the ink from the etched areas and then pressing the image onto the model. A simple effective technique used for years.

It is difficult to remove these prints from the paint surface without damaging the underlying paint making the application of your new decals pointless. Unless of course you know what to do. Using paint thinners or acetone based removal agents is dangerous and can quickly trash the paint. My tip, and one I have used on literally thousands of models when converting production runs is to use 'T' Cut cutting compound and gentle elbow grease. Cotton buds are handy for this operation and help to prevent too much pressure being used, remember, too much abrasion can cut through the paint surface down to the primer so a try out on an old diecast in your spares box would be an advantage. Use the silicone free type of colour cut if possible but in any case wash the parts thoroughly in soapy water afterwards and the surface is ready to accept new decals..

Earlier this year, Tamiya released this 160 page 'mook' - magazine book of their technique guide to plastic modelling. Although aimed at the beginner, we can always learn something but you won't have any trouble with this one. Covering techniques from building to painting, to applying decals and weathering. It is a super resource for anyone building plastic kits in any genre — cars, aircraft, ships and figures are all covered.



As well as comprehensive text, each section features full colour photographs outlining the major steps in each technique. Of course, practice makes perfect so there is no substitute for having a go. Even if you are the most experienced modeller, you may just pick up a new tip or two. Retail for around £15 quid.

Fancy a Lotus caricature?

Reader Peter MacDonald has let me know about his set of wicked Lotus caricatures. Sadly I can't get the sample images into the magazine this time but I can vouch for them being extremely good.

The samples Peter sent me are of the Elan Sprint and the Lotus 7 and I can describe them as 'in your face', and quite suited to the range of items Peter prints them on. T-shirts are the obvious and he caters for adult, children and ladies cut all around the £10/£11 quid mark. If you fancy something else how about a coffee mug or mouse mat or money box depicting your favourite Lotus in full macho mode?

The images include Lotus Cortina, Elan, Elise, Esprit, Super 7, Lotus Carlton and the 2 Eleven. Full details will appear next time hopefully with some images and details of how to obtain them. In the meantime email Peter at peter@macdonaldpeter.wandoo.co.uk. His prices all include postage to the UK.

As hinted in the last edition of Kit Lotus, it would be a good idea to snap up any *Carousel 1* die casts especially of the Lotus variety.

The Carousel1 website has announced that the company is officially 'rested' after 10 years of producing excellent diecast model cars.

The notice goes on to say that they are hoping to find new financial support with the view to restarting production in 2010.

Last time I looked Classic Team Lotus still had a few 38s left of the non-Clark variety at the right money. Apollo are marketing any remaining Carousel 1 stock via their website but no Lotus models are listed

Kit Lotus wishes Carousel 1, the very best of luck and we hope the restart will be successful.

APPEAL

I HAVE ENJOYED VERY MUCH RECEIVING YOUR ANECDOTES, PICTURES, FEATURES AND STORIES ABOUT LOTUS MODEL CARS FROM

PLEASE DON'T STOP

Bits and pieces

The right credentials

Lotus F1 Racing has accepted the credentials of Kit Lotus as a bonafide publication and granted access to the media section of the Lotus F1 Racing website. Which means I can report direct from the press releases. Admittedly the Kit Lotus publication dates aren't a type of 'hold the font page' but there will be some snippets for us

Closure of the Ronnie Peterson museum

After only a short life from May 2008, the Ronnie Peterson Museum in Örebro Sweden closed its doors on 25th October this year. The principal behind the project who worked extremely hard to get the museum in Ronnie's home town Joakim Thedin confirmed that the current financial climate made it impossible to carry on.

It is hoped that a cheaper site outside the Örebro municipal boundary can be found and that the museum will be re-opened. Failing that an alternative idea is for a travelling museum that will attend mainly motorsport events. Best of luck to them, lets hope it reopens.

Club Lotus Show & festival 2010

will take place on Saturday 17th and Sunday 18th April.

This years venue is the Three Counties Showground, Malvern, Worcestershire.

The venue should be an improvement on the Donington Exhibition Centre with a fully carpeted venue with lots of natural light.

Club Lotus are expecting a Group Lotus Display , A Classic Team Lotus Display and all the usual Club Displays, Lotus Autojumbles and live technical demonstrations.

At this point I am uncertain if Kit Lotus will display, it depends on negotiations with Club Lotus who have offered a generous package providing I display some nice models. After the holidays I will be in further discussions. Let you know the outcome.

Readers Models

Regular contributor Simon Parsons sent me this picture of his brace of SMTS Lotus 38's , both of which benefit from the Indycals after market decals with the 'Lotus powered by Ford' legend. Both the 1965 and 1966 cars are featured, try Indycals.net for more information especially if you have a Carousel version as Ford would not allow the wording to be used when the models were manufactured.



Rae Dobbins of Merrymeet Model Cars reports that he has stocks of the recently released Lotus Mk X . This 1955 Goodwood version is made by the French outfit MEA Kit 43 . Not sure what is in the kit and this is the only photo available at the moment. Neither Rae or I have found any better one yet.

Expect to pay around £50 ish, maybe a tad less but Rae can be contacted from his mmcars address on page 8

Kit Lotus – the essential read

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