



# KIT LOTUS

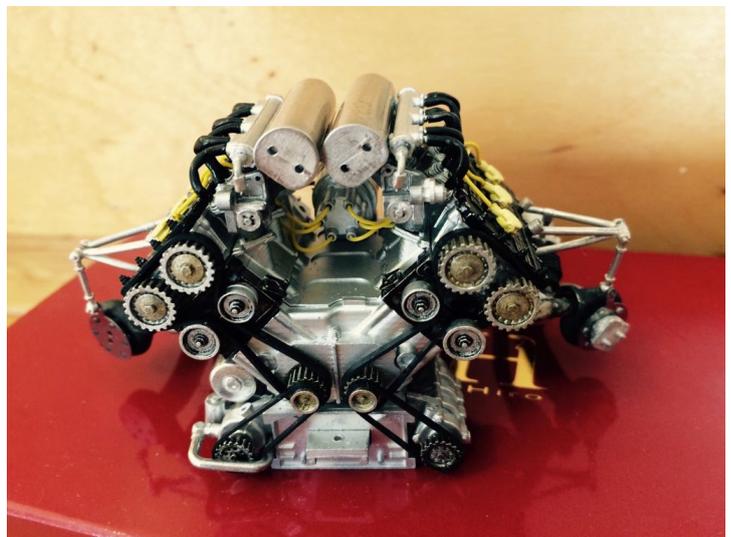
Volume 10 Issue 4 August 2017



Project 1818  
1:8 Scale Lotus 18

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MFH 1:12 Scale Renault Formula One Engine

**Mid-summer is finally upon** us and whilst it is usually a quiet time for modellers, I know that Kit Lotuseers are busy creating ready for the Lotus open day at Malcolm Ricketts Lotus Restoration Works later this month. This includes building new displays as well as models themselves and we are really excited about it. Malcolm's event is a super day out and rapidly becoming one of our mainstay display venues partly because we are under cover and near the cars - not only that, the audience is an appreciative one - and, not least, it is bloody good event for a great charitable cause that Malcolm allows us to participate in.

**Expect to see a scale Lotus 72C** rear wing as part of the display, Peter has been busy fettling large bits of aluminium in the shape of the wing from the Lotus 72C. Also and in keeping with the Kit Lotus eclectic mix of scales and medium, there will be a wooden Lotus 7 and Simon will have his 1:12 scale Renault Grand Prix engine. Peter will be showing his Lotus Eleven rolling chassis, complete with new gearbox and I will have the 1:8 Lotus 18 on display.

**Summer is always** a time for Lotus events celebrating the 1:1 scale stuff but usually without the right facility for putting delicate scale models on display. However, a note to all organisers, if there is somewhere at your event we could bring Kit Lotus, we would be very happy to consider it. The only criteria is it has to be indoors, no marquees in fields.

Talking of events, LOG 37 took place in May this year at the Barber Motorsports Park and Vintage Museum in Birmingham Alabama (see Volume 9 Issue 4). I'm very grateful to Gary David for sending me a couple of reports and pictures. It would be nice to have Kit Lotus feature at a LOG one day. Never say never.

**It is always nice** to get recognition for Kit Lotus and for this I would like to thank Carel van Kuijk from the editorial staff of Modelauto/ Modelbouwmagazine from Holland for giving Kit Lotus some prominence in the August 2017 edition. Printed and published in Dutch of course, and as the name suggests is model magazine specifically for cars and trucks. Club Lotus Holland is a very active Lotus Club and so hopefully more of their membership may see Kit Lotus featured and become readers in their own right.

So far this year this is the third time that Kit Lotus has featured in other publications, no more illustrious than in Motorsport magazine in Gordon Cruikshank's review of Race Retro where he described us as a collective—very apt I thought—and featured a photo. The other time was a photograph in Historic Motor Racing News featuring one of Peter's dioramas but without any text.

**I'm very pleased** to share with you my finished Project 1818m which stood for 1:8 Scale Lotus 18, ironically since making a serious start on the project it has taken me 18 months to complete. It must have been an omen or something if you believe that sort of thing. But, I hope you like it and even more so I hope you can see it when we put on our display at Malcolm Ricketts Lotus open day on 19th August. I have enjoyed the challenge, leaning on fellow Lotuseers for support during the days when three steps forward equalled four backwards. However, I did stay true to only having one kit build at a time and other than a short break to build the wooden Lotus 7 and prep the 1:12 Lotus Europa body for primer, I have built nothing else these last 18 months leaving the perennial question what to build next? The feedback we get when taking Kit Lotus on the road favours bigger scales and, a lack of Lotus types other than formula cars so this points to me building the Nichimo 1:12 Europa. I'm not sure how the kit will go together not having tackled before, anything Nichimo produced but I think I will give it a whirl. I would like to attempt another build involving some scratch work but simple therapy of building a straightforward kit is needed first I think.

**This issue features** once again the superb skills of Peter and Simon who give it a distinct Model Factory Hiro flavour. Pete has his Lotus 43 and Lotus 56B featured whilst Simon, adds to the Kit Lotus diverse exhibition, with his 1:12 scale Renault F1 Turbo Engine which became a favourite of Gerard Ducarouge during his time at Lotus. I think you will agree the pictures of Simon's engine make it hard to differ from the real thing.

Thanks to everyone who has looked at my new Facebook page, social media is still very new to me but I hope you will have a look an like the Kit Lotus main page. We can't stop technological progress so lets join in. I hope you enjoy this issue as much as I enjoy putting it together.

## MFH Lotus 56B—1:20 scale by Peter Pedroza

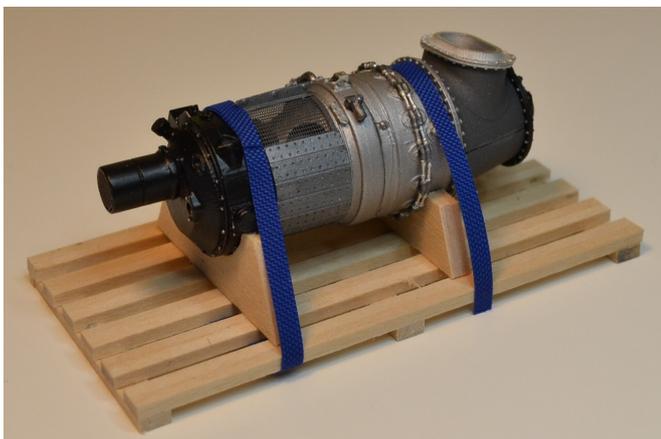
### History

The wedge shaped, 4 wheel drive, gas-turbined type 56 was originally designed for the 1968 Indianapolis 500, a race it very nearly won.

Two of the three cars entered, the STP entries for Joe Leonard and Art Pollard, had a standard fail-safe phosphor-bronze shaft in the fuel pump and both these parts did what they were designed for, namely failing after a yellow light period during which the turbines heated up. Leonard was leading at the time with just 12 laps to go. The third car was entered by Team Lotus and had had this shaft replaced with a steel one at the insistence of Colin Chapman which would have got it to the finish, but Graham Hill hit the wall after suspension failure.

A tremendous amount of effort had been put in during the run up to this race as it was felt that this type of car was suited to oval type of racing. Formula One though was different, but that didn't stop Colin Chapman having a go.

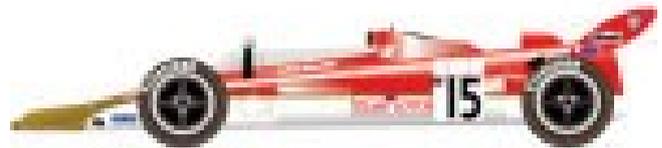
Pratt & Whitney developed one of the ST-6 engines, originally designed for helicopters, to an equivalency of 3 litres and using a spare chassis from the Indy project, the 56B raced during 1971. Although it was generally thought at the time that 4-W-D offered an advantage for road-racing it did mean a heavier car. This together with the notorious throttle-lag on a turbine created a lot of problems. If you lifted off approaching a corner there was then a delay when you re-applied the power. One solution to this problem was to keep your foot down on the 'loud' pedal while standing on the brakes with the other. This together with there being no engine braking on a turbine anyway played havoc with the brakes. Another problem was the fuel capacity. The turbine was very thirsty and for the GP's 'bulges' appeared either side of the tub to increase capacity up to a massive 55 gallons.



However the car was raced and again almost won a race. The Dutch GP was held in wet conditions where the car had an advantage, but it went off the road!

I was fortunate enough to have seen this car race once in period. At the Rothmans Trophy held at Oulton Park early in 1971, the then still slab sided Gold Leaf entered car was driven by Renie Wisell. I was stood on the straight between Old Hall Corner and Cascades, which for those not familiar with this circuit are the first and second corners after the start/finish line. As it passed the pits and approached Old Hall, out of site to me, all you could hear were the brakes being applied, it then shot passed with just a 'whoosh'. Eerie!

## LOTUS 56B



1971 Dutch GP  
15 Dave Walker



1971 British GP  
3 Brian Hogg

For the Italian GP that year the 56B was entered by World Wide Racing as it was thought that a Gold Leaf Team Lotus entry would cause ramifications following Jochen Rindts crash the previous year. It was also re-painted in a distinctive gold and black colour scheme, and that's how it remains today. For years it was loaned to the Donington Museum but was always still owned by the Chapman family. Now it is being restored by CTL and I for one can't wait to see and hear it run again. Perhaps of what it is, 'hear' is not the word, but it will bring back some memories of that day at Oulton over 46 years ago.



## MFH Lotus 56B - by Peter Pedroza continued

### Model

I'm starting to get the hang of these MFH models now and as a lot of you will already know, as long as you treat the 'instructions' as a guide and not to be followed verbatim then the result is a nice model. The thing that struck me at the start with this one were the number of photo etched parts. There are a few model versions of this car, the Gold Leaf car, this Italian GP car and of course the original Indy cars. What this means is that the two sheets of photo-etchings are included for all versions so a few will be left over at the end, however there are something like 200 of these parts in steel and with at least the same number of white metal and resin parts it give you a very comprehensive kit.

being a bit fiddly. Did I say a bit fiddly? I won't say the



I did a dry run together with the upper and lower wishbones from stage 13 and found that it all held together with just the two tiny screws top and bottom and so didn't bother with epoxy thinking it would go everywhere. It's a pity that no-one can bottle hindsight as that was probably a mistake as upon completion the model is very heavy and developed a very pronounced negative camber on the rear end. The turbine engine is a kit in itself but went together well and gives a good insight as to how it all worked. In general all the parts fitted quite well and didn't give any problems other than some of the sub-assemblies ed negative camber on the rear end!

The model will be on show at Malcolm Ricketts open day next month so if any readers are going then don't look too closely, it will probably have to have a bit of support under the bottom of the chassis.

All in all though a very nice kit to build with some finely moulded resin bodywork completing the model.



assembly of the four corners is impossible because I did manage it in the end but its very very difficult. For anyone with this kit look at stage 12 instruction, a brake disc, drive shaft, brake caliper and upright all have to be fitted in one go.



## Lotus Owners Gathering – LOG37 by Gary David

The annual Lotus Owners Gathering (LOG) was moved up to mid-May this year as it was being held in Birmingham Alabama and May is already hot enough there. Sandy, Grover and I left late Wednesday morning to drive her Evora down to the event. I've said it before, the Evora feels like cheating. It has cruise control, satellite radio, GPS, air conditioning, and lots of other bits. Even heated seats, although we didn't find a use for them on this trip. Eleven or so hours of uneventful driving and a few quick stops got us to the host hotel where there were already several Lotus Ltd members waiting for us. The LOGs get bigger and longer every year. With LOG being 700 miles from home, only Kurt von Leyser and Sandy and I drove Lotus down. The other CALL members came in ordinary cars.

Thursday was a fairly relaxing day for me, Grover was watching HBO and Sandy was checking that everything was running properly at LOG. One of the great treats for this, our 29<sup>th</sup> LOG, was meeting up with old friends we see once a year. The parking lot was already filling up with Lotus vehicles as Friday morning would feature a visit to Talladega speedway. Friday afternoon I washed off the Evora and unpacked our entries in the model and craft contests. Friday evening was the annual reception where Madame President welcomed all the attendees and wished them all a good time.



*The Lotus 7 was the featured car at LOG*

Photograph—Avery Stephens

Friday morning at LOG is normally a time for sleeping in, relaxing and maybe washing your car. However this year the organizers had arranged for Lotus Ltd members to take some laps of Talladega Superspeedway. This is not an opportunity that comes around very often so, even though we were not planning to run Sandy's Evora, we jumped into CALL's leader Rod Wiggin's rental car.

It was interesting that some rental firm had asked Rod if he would mind taking a Ford Fiesta ST with a six speed manual gearbox. He didn't debate for long and once we arrived it seemed as if it would be a serious waste not to find out how well it ran on the high banks. Sandy found an open Mercedes to beg a ride in and Lynn Gattozzi and Glenn Myers piled into the back of the Fiesta with Rod and I and out we went.

The track is deceptive, it is huge at 2.66 miles in diameter and you drive along the front straight at reasonable triple digit speeds and it feels glass smooth, then you get to turn one and your horizon tilts to an angle that your senses don't seem to want to understand. After several laps of playing follow the leader, I mentioned that I wonder what it feels like with 40 cars going twice as fast and trying to pass each other.

This is the type of activity that you, as an individual, can't get on your own very easily. This is something you can tell your friends about and expect them to look impressed. This is one of the reasons you want to attend LOGs.



*Blitzing the Talledega Speedway banking in a fleet of rental cars*

Saturday morning we were up and off to the concours, which this year was being held at Barber Motorsports Park. The problem with holding the events at a race track is that there are lots of crowds, noise, dirt and distractions plus it had to end early as several of the cars were doing parade laps. Add to that, it was hot and we found ourselves heading back to the hotel with the Crosses to do lunch. I did find a few minutes to browse the swap meet and found a great painting of a squirrel plus a nice 1970 Lotus Elan S4. Just what we needed!

CALL's own Craig Chima was running his Seven in the production car race on Saturday. To quote him he won the group pretty easily over his closest competitors, a couple of Cobras and an XKE Jaguar. There is a difference in driver abilities in these events.

Saturday evening's banquet didn't come off as good as some had. The room was too small and several tables were located in an adjoining room and the serving of the meals was a bit haphazard with some people finished before others at the table were served. MC Richard Parramint held a few auctions of interesting items for the expansion of the Jim Clark museum in the UK. The trophies for the concours were presented rather quickly and then Doc Bundy led a panel discussion on the racing of the Lotus X180R in the World Challenge series back in the early '90s. The problem was that a lot of the newer members had never heard of the series (or of Doc) and it lost some viewers. Finally at the close of the night, Madame President, assisted by CALL leader Rod Wiggins got up to announce that for next year's event "You're coming to Cleveland!"

Sunday featured a tour of the Huntsville Space and Rocket Center. Sandy and I had arranged to have lunch with a woman that I had worked with 10 years before and we had a great time catching up. Unfortunately that only left us about 45 minutes to wander thru a facility that would take days to do well, as Sandy had to get back for the open board meeting at the hotel. Following this was the Sunday evening banquet and a drivers meeting for the Monday track day to be held at Barber Motorsports Park.

We won the small model contest again this year with a model of Sandy's Evora, painted and decaled to match the photo of her and the car that I posed with it. In the large model contest I brought my very rare Cosworth DFV model that Cosworth presented to

their engineers and world champions to celebrate 100 GP victories along with a list of all the Lotus wins with that engine. Unfortunately Diecastm chose this LOG to donate about two dozen plastic DFV engine models to be used as trophies and auction contests and I think many people just assumed ours was one of those as all were in plastic cases. In this class a Seven built of Legos was the winner.

It was soon time to pack the models away and head for home., so we dragged Grover away from yet one



more HBO movie and once Sandy and Cora Gregorie had the hotel bill settled for the event, we headed back to Cleveland, only to find that the Evora Satellite antenna is somewhat sensitive directionally and didn't work as well pointing north as it did south.

Next year we will have a much shorter drive and should be able to bring all of our toys out.



## 1:20 MFH Lotus 43 - by Peter Pedroza

As most of you know, occasionally, the Kit Lotus collective is persuaded to build the odd model for people. One such task being for Andy Middlehurst who wanted a model of his ex Jim Clark Lotus 43 now that it is fully restored to running condition. Peter Pedroza took up the challenge and describes his trials and tribulations putting the 1:20 scale Model Factory Hiro Lotus 43 together, reflecting on similar issues previously reported.

*"It's just like Simons really, i.e. straight out of the box as Andy wanted the model as raced at Watkins Glen in '66. His full size car has been beautifully restored to the same spec and is unbelievably original. After TL sold it it was used for F5000 and had had a few big V8 engines in it over the years. When he finally found it in Scotland it was in a bit of a state but still had all the original parts including Jim Clark's original seat and steering wheel which are on the car today. He also has the original wheels and Firestones from '66 although for safety these are no longer used. There is a you-tube film of him being interviewed by Peter Windsor in which he explains all about the restoration and the problems with sourcing the engine and parts. Have a look if you have time, it's a good piece.*

*As you know there were only two 43's built and Andy is virtually certain that R2 now doesn't exist any more so his R1 is unique. He can prove that the seat is Jim's because of a photo taken in '66 and taken from above just as he got out of the car. There are two small depressions in the bottom of the seat which are still there on the seat today. You know me, couldn't resist putting these two marks on the model to make it a bit unique as well!!*



*As you remember Simon had a lot of trouble with fitting the nose, well so did I. I assumed that it was the radiator that was fouling so I made a new one about 2mm smaller all round. Still didn't fit though. It now appears to be something to do with the fillets on the inside where the two small side intakes are. Whatever it is there is definitely a design/manufacturing fault with this model. "*



## MFH Renault E15 1:12 Scale Engine by Simon Parsons

### The Engine.

As Elio De Angelis's Lotus 91 crossed the finish line to score a narrow win from Keke Rosberg's Williams, many people watching in Austria that day may not have realised that the sleek and attractive JPS sponsored car had already been consigned to the history books and Colin Chapman was in meetings with the F1 Renault boss, Gerard Ducarouge to supply a Renault turbo engine for the next season. The result was the Colin Chapman/Martin Ogilvie designed Lotus 93T, powered by the Renault EF1 turbo engine, a development of the engines used by the Renault GP cars since 1977.

High hopes were expected for the new car with it's new engine, exceeding 500 HP at 11,000 rpm, the sheer extra grunt that the engine gave, would power the slab sided 93T round the circuits of the world with speed to spare. Unfortunately this proved not to be the case and although the car generally qualified well, reliability problems more often than not caused the car to not finish a race, Elio stuck with the 93T but Nigel Mansell opted to drive the Cosworth normally aspirated 92.

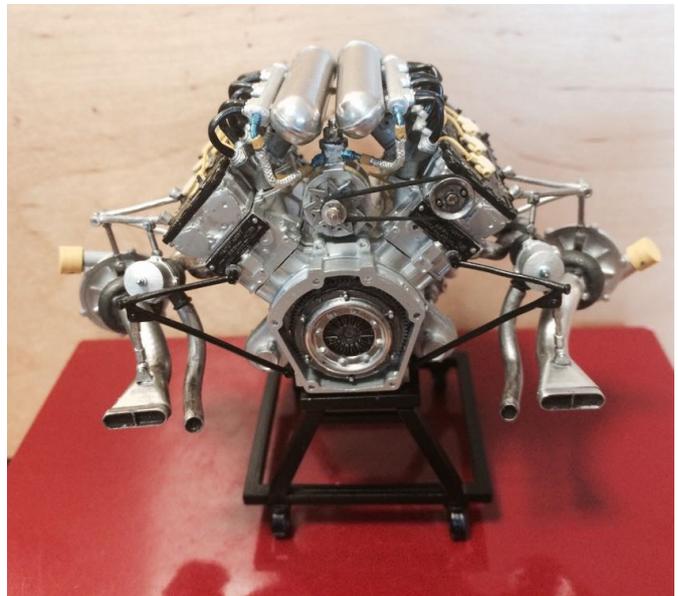
Things started to improve gradually from here on in however and although, after the sad death of Colin (He would never live to see any of his Lotus Renaults race) Martin Ogilvie and Gerard Ducarouge worked hard to develop the successive cars into GP winning machines.

The engine that the model is based on is the EF15, gone were the KKK turbo chargers, to be replaced by Garrett units, to cut down on turbo lag, up was the horsepower, the compression and the result was 5 pole positions and 4 podiums for Team Lotus, driven by Ayrton Senna.



### The Kit.

Someone at MFH has obviously suggested that some of the model engines that go with their new 1:12 F1 kits would make really nice models in their own right - They're right! and so they have recently started to produce these highly detailed kits. I haven't built the DFV Cosworth that MFH has produced, but I might. After ordering the Lotus 97T Renault turbo kit from Steve at 'Hiroboy' I opened the attractive burgundy box expecting to find a sort of white metal version of the Tamiya engines (four slab like sides and a few sticky out bits) but was pleasantly surprised to find lots of bags of cast parts, some of them very small.



The block is indeed made up of the the largest parts in the box, but after that the engine just sort of evolves and apart from the usual mass of drilling location holes, which I think is the most time consuming part of any MFH kit, there is minimum cleaning of flashing off parts and the whole thing fits together beautifully. This kit does rely on lots of on line reference for painting as the instructions tell you to paint nearly everything silver and obviously when you look at photos, the metal on these engines are all shades of everything, the only other criticism that I have is the nasty over scale plug leads supplied with the model, I used my own wire. So model builders, please build these models and make sure that you construct the nice little four wheeled trolley to mount the finished engine on. I for one, will be looking forward to the next engine model and I hope that MFH start to produce 1:12 Engine kits as a rule (A nice BRM H16 would be nice).

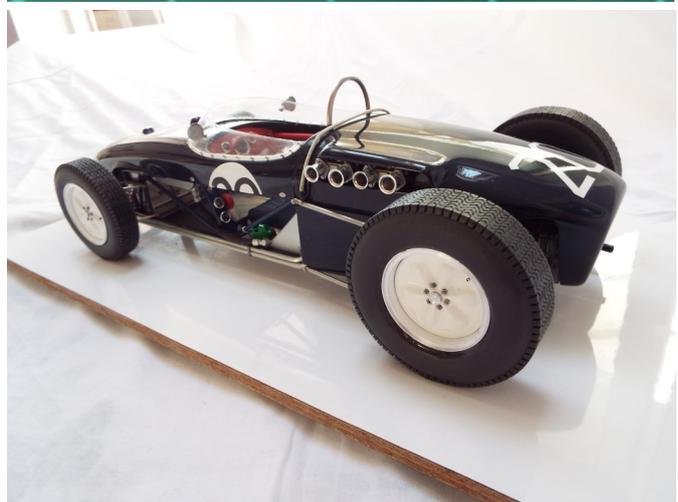
## Project 1818 - concluded—by John Thornhill

After 18 months I have finally completed Project 1818 and I'm looking forward to its debut at Malcolm Ricketts Lotus open day on 19<sup>th</sup> August at his restoration workshop in Hertfordshire. As I write this I have just completed the last four outstanding jobs needing finishing, all of which aren't included in the original kit, no surprises there then.

When it was almost finished, it had to sit on three wheels to leave me access to modify the exhaust which came in the kit but wouldn't fit between the body and the rear suspension radius arms in a month of Sundays. I can start to reflect now on some of the compromises that have had to be made to make this model appear as if it were a Lotus 18. You might think that is a little harsh both on me the modeller and on RAE the kit manufacturer and you are probably right. I know for example that observers will pick up on many inaccuracies, mostly unavoidable and a couple deliberate, but mainly in the interests of artistic licence and to satisfy my lack of fully developed scratch building techniques, many of which I haven't had cause to use since my 1970's engineering apprenticeship. Soldering in particular is one area I am keen to rediscover and I can only say it is a good thing that the worst of my efforts in this discipline are hidden on the top of the fuel tank that sits over where the legs of Mr Moss would have gone. Thankfully the tidy bits are visible and whilst enjoying myself with a small blow torch and a tin of flux, I'm happy to say I didn't burn the workshop down and further, when challenged by Mrs T, I blamed the smell of burning wood (my chunk of decking timber acting as a jig) on my neighbour accusing him of having a garden fire – he is no longer popular with my better half and can't understand why.

The second of those four final jobs was to fashion a scale bungee cord that was used to hold the engine cover in place when the Rob Walker team removed the side panels and the thus the lower half of the fixing clip. In the end I used 2mm Tamiya braided hose because it looks a bit like a bungee of that size, and I found a couple of 5mm x 2mm springs from Cornwall Model Boats, to form the spring hook.

Next, and third on my list was the oil can that appears to be strapped to the chassis frame on Moss's car in the 1961 Monaco Grand Prix and is clearly visible on most contemporary pictures of the car. This proved an interesting bit to make and had me reaching for my 'o' level technical drawing book to refresh my development drawing knowledge. The only dilemma was what to make it from but before I gave myself the chance to be all techy, I spotted a spare nozzle from a silicone sealant cartridge which was chopped and carved then applied with a brass handle. Most contemporary photos of the car are in monochrome so I couldn't really determine what colour to paint it. My thoughts were the car must have used Castrol R racing oil so I reached for the Park Green spray paint and a spare Castrol decal. Ok so the spout looks to scale about an inch thick but who is worried?



## Project 1818 continued

The final task of the four will probably be never ending. Titivation, a technical term, but nevertheless most important to show off the model in its best light. I've decided to fix the car permanently to a base for ease of handling and storage. A piece of gloss white laminated 9mm ply has been purloined and will have some finishing edges applied. I suppose applying the decals comes under titivation and this has been done but provided the final frustration of the whole build. Guess what, they don't fit where they should but nor do they look out of place and unless you are familiar with the nuances of the real car, this may pass observation without much commentary.



It is 18 months since the 18 was given its first dose of severe looking at by me and my fellow Kit Lotuseers, Race Retro 2016 to be exact, and whilst a very enjoyable challenge, it has had many frustrations but none of which would be foreign to those any seasoned modeller would have had trying to make the parts supplied in the kit go together as they were intended. That being the case, the original cost of this kit was quite low when first released to the modelling public and although the scale is unforgiving in that more detail is required at this size, it still represented decent value if you compared it with similar big scale kits and if like me the intention was to invest more time and resource into the project then the outcome would be very satisfying.

You may be able to forgive the tractor like rear tyres and the lack of detail in some areas. Put that together with shortcomings in the builder's skill areas and you may also observe that in places the finished article looks somewhat clumsy. However, I'm very pleased with it knowing that the chassis .....

frame has been my first real attempt at scratch building and I hope you are too. Just remember if you come along to our displays and see it in the flesh, you perhaps ought to screw your eyes up ever so slightly. But also remember what I said in Kit



Lotus issue 1 Volume 1, build for you, no one else.

It only remains now to acknowledge those who have made the project possible and those who have encouraged me throughout the 18 months.

There has to be two joint number ones on my list who without them the whole project wouldn't have seen daylight, they are RAE Models of course, brave enough to produce this famous car in such a big scale and at an affordable cost and Lothar Hermstäedt, himself a Kit Lotuseer who allowed himself to be persuaded to sell me the model and unlike other models I have bought, take it straight to number 1 on the build programme. Next, hardly any of the whizzy bits such as the aluminium wheels, brake discs, damper sets, instruments and inlet trumpets would have been made without Peter Pedroza's generosity and considerable machining skills.

Wonderland Models on Lothian Road in Edinburgh deserve a mention for the steady stream of midnight blue spray paint emanating from their shelves every time I decided another coat of paint was needed. In the end Ford Blazer blue was used but you can't fault the service from Wonderland providing brass sheet and other bits as did Macc's Models, engineering model suppliers in Macclesfield. 1:8 scale bleed nipples from Bestbalskits in Belgium and a host of pipe, tube, Zapoxy Resin glue - brilliant stuff - from Steve at Hiroboy completed a truly international effort. JT

## Scratch build Lotus Eleven rolling chassis by Peter Pedroza

Peter Pedroza continues apace with his 1:8 scale Lotus Eleven rolling chassis. He sent me some photo updates to keep us wanting more.

Peter advised .....*"The X1 was produced in three versions, Clubmans, Sport and Le Mans with my model supposedly being built as the latter. I originally thought that this version used a modified MGA unit but it turns out an A30 box with close ratios was better. So of course I had to make another one!!!"*



Pete's steering rack is fabricated from brass tube but those neat bellows come from a Costa Coffee drinking straw!!

He says the dashboard was ordinary but what do you think? A neat bit of red vinyl and nicely turned aluminium dials make for an altogether nicely engineered piece of kit.



Simple dashboard layout of the Lotus Eleven



Pete's close attention to detail and his engineering skills show through in this picture of the steering rack installed in the Lotus Eleven Chassis

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