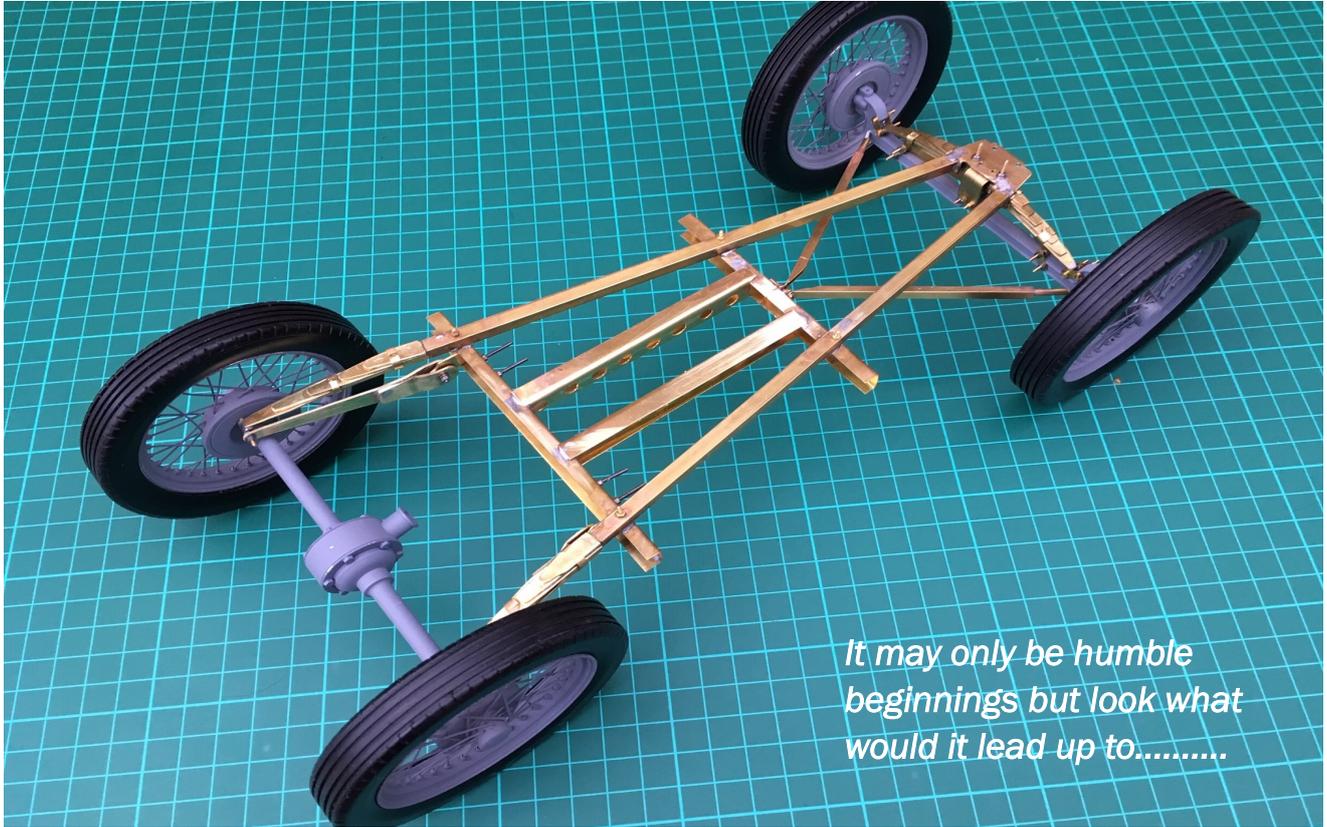




KIT LOTUS

Volume 12 Issue 1 February 2019



It may only be humble beginnings but look what would it lead up to.....



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22-24 FEB 2019
STONELEIGH PARK

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INTERNATIONAL HISTORIC MOTORSPORT SHOW

22-24 FEB 2019 • STONELEIGH PARK

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"Kit Lotus—a right riveting read"

Anon

Kit Lotus Editorial—the world's only magazine dedicated to scale model Lotus

Welcome to Issue 1 Volume 12, yet another milestone and a mixed bag of more great Lotus model news to report. However, by far the biggest news is Race Retro at Stoneleigh Park in Warwickshire. It is that time again and Kit Lotus are extremely proud to present our display of scale model Lotus. An invitation for Kit Lotus to be involved with the official UK launch of Johnny Tipler's new book **Black and Gold—The story of the John Player Specials** is reported in this issue and I make no apologies for adding a page of JPS pictures from a truly fabulous line up.

A couple of very nice new Lotus diecast models are featured, one from Avenue 43, a spin off brand from German outfit AutoCult. Plus a 1:18 model from Tecnomodel of Italy. Tecnomodel is one to watch judging by the snippets coming out of the giant Nürnberg Toy Fair.

I'm back on the tools with my 1:8 scratch built replica of the replica which became known as the Lotus Mk1

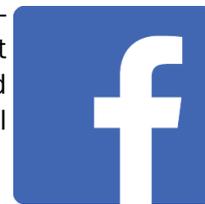
Peter has been busy building a red car which can't be mentioned and Simon has been frantically trying to complete his Lotus 88B in time for Race Retro. Hopefully we will have the full story of each for next time.

I hope you enjoy the magazine and very much look forward to seeing many of you at Race Retro. **JT**

Find us on facebook – please – I would invite all readers to like our facebook page [facebook.com/lotusmodeller](https://www.facebook.com/lotusmodeller) is the address. There is also a Kit Lotus public group where you can showcase your models which I would also encourage. But in all cases, when using social media I need a favour from you.

Kit Lotus is a collective of enthusiasts centred around a website and Emagazine that is produced by enthusiasts as a hobby not a business. However, I do attempt to protect what is published by reminding users that the creation is copyright. This isn't to say I wouldn't want users not to, use the information that is there, but if you do want to use anything, especially on social media, the favour I ask is that you acknowledge the source.

I recently saw a post about the Spark 1963 Bedford Transporter which read like a set of comments from Bob Dance given to the writer following a visit to CTL. A very interesting story but in fact, lifted word for word from an article published previously in Kit Lotus. A bit cheeky I think. If you are going to lift anything from Kit Lotus, at least acknowledge the copyright and please, don't use it for material gain.



Famous Lotus model and Memorabilia collection heads for the Barber

Following the piece about the late Jim Marsden in the last issue, I sent the copy to Jim's family in Colorado along with a note about how much his influence is carried by many Lotus model collectors across the globe.

I received a very nice reply from Jim's son Tom and his daughter Cate and they both confirmed that Jim's entire collection has been acquired by the Barber Vintage Motorsports Museum in Birmingham Alabama. Home to the world's largest collection of Lotus cars (verified by the Guinness Records), Jim's collection will be housed within the Lotus section in a purpose built feature measuring 100 feet long by 15 feet high. I understand from Tom that work has commenced and the collection will be open in the early Spring..



What a fabulous permanent tribute and legacy to the years of enthusiasm Jim has created and also to the Barber Museum for recognising the importance of Jim's collection. At last, many of us will be able to see it in the flesh. I wonder how many items Jim had clean forgotten were there?

Race Retro 2019 - See us on Stand 2-266

It's February, so it must be Race Retro –The Historic Motorsports Show at Stoneleigh Park in Warwickshire and that means Kit Lotus on the road for what has become our major showcase.

Thanks to the organisers Clarion Events, Kit Lotus is able to mount a display that is equal to any of the professional outfits exhibiting their products and cars. Each year we try and enhance the display with



good quality displays and graphics that complement the models. This year is no exception and Peter has been busy making this half scale Lotus 78 style rear wing as a display unit that will take centre stage this time.

It is a few years since Classic Team Lotus were centre stage at the show but that doesn't stop hundreds of Lotus enthusiasts stopping by at our stand to chat about the models.

Clarion Events took over Race Retro last year and

quickly made a step change in the presentation and professionalism of the show without losing one bit of atmosphere. If last year is anything to go by, the 2019 should be just as enthralling.

Spanning three days, Friday 22nd to Sunday 24th February, the event attracts thousands of visitors with something to see from every niche of the historic motorsport scene. One of the main themes this year will be a celebration of the life of Mike Hawthorn who died fifty years ago this year not long after becoming Britain's first Formula One World Champion. Some of his cars and memorabilia will be on display.

This year will feature main themes around the legend of 95 years of Le Mans and also the Turbocharged Formula One era so visitors can expect to see some fabulous race cars in the Motorsport Live Hall of Fame alongside many two wheeled legends. Live stage sessions with our motorsports heroes will once again feature and there will be plenty of live action outside with historic karts, rally stage and a classic car run.

It is fascinating to see how the technical side of historic motorsport continues to evolve with many companies exhibiting products and services that make the sport more efficient and I suppose competitive, alongside some of the more traditional aspects of keeping our historic race car alive. The autojumble is always a huge hit and even this area last year didn't suffer from previous years purgatory in almost sub-zero temperatures. However, it isn't wise to dwell that long in the autojumble without your coat. The trouble is there is so much to see and it is easy to lose track of time until suddenly you are shivering. Hardy souls these auto-jumblers.

Back in the comfortable surroundings of the posh end, Hall 2 is where you will find Kit Lotus. As usual we will have a handful of debutants and even (hopefully) a special guest. In a gesture of huge magnanimity setting tribal rivalries aside, a red car that isn't a Lotus will be on display. Peter has been secretly building what he calls a Lotus 250 GTO in giant 1:8 scale for his Son, when it is finished you can read about it in a special edition of Kit Lotus similar to the one published to celebrate Wim's Lola T70 (notice I never used the 'F' word? Hopefully I think I got away with it). There is still time to buy tickets at:

www.racetro.com

Black and Gold—The story of the John Player Specials

Any day with a visit to Classic Team Lotus is a very good day and some, like Friday 25th January are even better. The occasion? The official UK launch of Johnny Tipler's long awaited book *Black and Gold*.

An invitation requesting a representative of Kit Lotus dropped into Peter's inbox and it was decided I should go and fly the flag. I had a couple of other things to sort so it was quite convenient as well. Normally a visit to Hethel involves an overnight stay but the timings meant it could be done in a single day with a four hour drive at each end. A sacrifice worth paying for such an auspicious day.



Ian Catt (left) William Taylor (centre) Johnny Tipler (right)

The invitation promised a stunning line up of John Player Specials, fifteen in total lined up for viewing.

An auspicious Lotus celebrity line up of publisher William Taylor, author Johnny Tipler and former John Player & Sons Executive, Ian Batt, previewed the book with some typically Lotus anecdotes which held the audience attention. Then Clive Chapman read out a personal message from both Emerson Fittipaldi, whose signature adorns 72 leather clad editions of the book, followed by a message from Marion Andretti whose signature graces a further 79 of the de-luxe editions.

Getting your hands on a copy was paramount for the occasion. Both versions were available but publisher William Taylor predicted that all the 151 special editions with a £200 price tag would be sold out within the week. Judging by the uptake of the standard version, that too risks being sold out pretty soon so make sure you get hold of one from your favourite bookseller.



In keeping with the family atmosphere the Chapman ladies were on hand hosting an excellent buffet including even more excellent home made soup which really made a difference to the dank January weather surrounding Hethel. The super awning structure of the rear of CTL HQ made certain weather wouldn't be an issue, and any rain held off allowing the CTL team to fire up a 72 and a 76 in unison. No Lotus enthusiast can say their heart doesn't beat faster when the throttles of a DFV are opened whether just standing still or on the track.

There is no doubt that Chris Dinnage and his CTL team are the experts at getting such an event together. No mean feat to gather iconic cars from all four corners but as is always the case, the CTL workshops were immaculate. What a pleasure to be part of such a day.



Black and Gold



Pure class

**ABSOLUTE
LOTUS**
MAGAZINE

Absolute Lotus magazine is well into it's stride now and readers may recognise the 'Small Lotus' feature debuted in the last issue and written by myself. Hopefully it will be a success and will be a regular feature.

The sell out success of the magazine has prompted the publishers to reprint the first three issues.

Grab yourself a subscription when you visit us at Race Retro. There is no excuse because the magazine is on the very next stand.



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VoteCast

Kit Lotus - Stand 2-266 Hall 2 at Race Retro 2019

"The eyes have it"

.....even if the measure says otherwise. I've written stuff before about the accuracy of models, it does crop up from time to time but that isn't meant to be too critical. The people who brings us the models we build or buy as ready built are to be applauded, but that doesn't mean we, who part with our hard-earned cash, can't be a critical friend from time to time.

One such conundrum has been rolling for about a year now in regard to Lotus Transporters and in particular, the neat little Ford Thames 400E used by Team Lotus in several guises over the years from Tottenham Lane to Cheshunt.

Regular Kit Lotus reader and contributor Hans Nordström (Hasse) from Helsinki bought himself the very neat AutoCult 400E Flat bed, depicted as a Lotus transporter 882YPL (although this is most likely a replica so read on). However, the bed of the truck is just too small to sit a 1:43 scale Lotus XI on the back. Hasse tried Pinko, Spark and Provence Moulage versions of the XI, pretty much all the same size and so it is safe to suggest that they are as close as can be to being 1:43 scale. Hasse reckoned the AutoCult to be round 1:48 scale but met with some angst when he challenged AutoCult to confirm or deny.



AutoCult 400E Flat bed truck. Smashing model but based upon the standard Ford flat bed back which is why your 1:43 racers won't fit on.

Between us we have found it difficult to determine which is correct between the AutoCult, The SMTS version of the modified 903PMT and the very nice Thames 400E Van in Team Lotus livery from Oxford Diecast. At this point I must say all of these models are super, nicely detailed and the ready built are both to a very high standard within their respective price ranges. The SMTS being compared is a kit and so the standard of finish is that of the model builder and as the builder I can confirm a 1:43 scale racer will sit on the back and on its trailer.

However, even to our old and getting older experienced eyesight (Hasse has partial sight in one eye and I've had four eye ops), each model has some differences in size and overall shape and when sat side by side there are clear differences.



The famous 903 PMT modified by Team Lotus to carry one car, all the spares and haul two more on the trailer

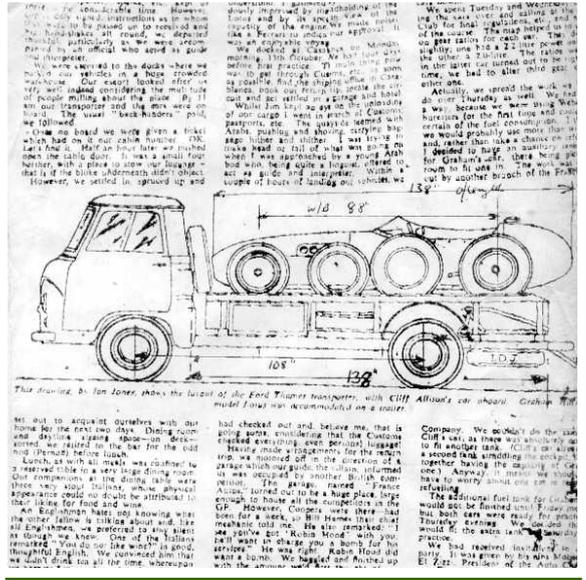
Eventually, I hit on the idea of looking to see if an owner's club for Thames 400E existed and naturally, this being the UK, one such club does exist and the contact I made, Sandy Glen is none other than the man who built the original 882YPL cab/chassis unit. Gold dust for our research. Sandy told me that the owner, some 22 years ago, wanted a 400E to haul his Lotus 12 around and provided Sandy with a diagram taken from a magazine – quite possibly Motorsport – in period. The diagram was most likely the first incarnation of 903PMT before the cab extension but Sandy worked out the wheelbase had been stretched by 24 inches and so that is what he made. In reality, the rear body, added afterwards is too short, the owner not being best pleased when Sandy pointed this out. Sandy is now just finishing his own 400E restoration and included making his own rear body that is extended the further 18 inches. Whether the truck ends up in Team Lotus livery is anyone's guess for now but nevertheless a super rebuild.



"The eyes have it"continued



Sandy Glen's latest 400E restoration. It looks factory new



Original sketch of the flatbed, taken from a magazine in period.

Sandy also provided a dimensioned schematic from the original Thames 400E workshop manual and using some of the key dimensions, it is possible to determine which of the three is closest to 1:43 scale. It is also possible to confirm the AutoCult version is too short to be a race transporter but, not too short as a 400E in its original factory dimensions.

Sandy tells me he has contacted AutoCult pointing out the differences but I'm convinced no change will be made, AutoCult made a nice model in it's own right in any case, and who suggested it was meant to carry a car at all? Lots of engineering works used flat bed pick ups.



Rear shot showing the intended longer bed length to be an effective transporter



"the eyes have it "continued

Back to Hasse, that man who started this quest:

" Funny too that this nowadays " nearly one-eyed" enthusiast came pretty close guessing that the AutoCult one could be in 1/48 Scale, as my own approximate measurements gave it's "Ford wheelbase" to be in about 1/46 and the measure between the headlamps (width) to be just 1/48 scale, so do not underestimate your own experience even if you partially lose your sight on one eye!

The long Lotus wheelbase SMTS Pick Up is as close as a model usually is with a 1/42 wheelbase and the width between the lamps 1/43, good work SMTS!

The Oxford one is close, looked close enough even for me, and as a cheap model a much better effort than the AutoCult one as the distance between the lamps came out as 1/44 and the wheelbase as 1/46, so no real problems here!

It was really nice to know the truth, as it has bothered me for over a year now. Now the next problem is to find a suitable Lotus 11 or such to put onto the flatbead of the AutoCult version, but at least now I know what to look out for!"

For what it is worth, my own opinion (Ed) is the Oxford Diecast version looks the best proportioned. I know it is a panel van not a truck but going by the cab section and comparing to the picture of Sandy's newest restoration it comes pretty close. Of the three, I think the SMTS cab sits a little too high and narrow compared to both the AutoCult and Oxford variants . But, judging by the comments I get when 903PMT is out on display at shows, visitors like it a lot because..... the eyes have it!!

The Lotus Mark 1 Replica, Replica

It is a full eight months since I last reported on progress of my scratch built 1:8 scale replica of the Mark 1 Lotus replica, sort of a replica replica? Anyhow, now that Mrs T's new kitchen is built and my workshop has been returned to my possession by the builders, I can get some metal bashing done—just as the temperatures are plunging you may note. It is good to get back in to the work though.

Since then I have progressed to the rear springs and the trailing arms which meant I could finally carry out a test assembly of the bits so far. I didn't realise just how long this test assembly would take to assemble as it seems at least three or four hands are needed (ignore the length of the bolts, just for testing at this stage in the proceedings). The main chassis components are soldered together but hanging on the bits which need small nuts and bolts requires a certain amount of dexterity which is probably why I play neither the piano or a guitar. I suppose in all of this, I am only building a replica of a replica. Until the elusive Mark 1 is found, there is only the replica to work from. And, even if the car is an Austin Seven Special which became known as the Mark 1 Lotus, it is too important to ignore.



SMTS Lotus 56



Being an SMTS kit, some careful attention has been given to how it goes together and as usual, the process proved fairly simple following the SMTS method of assembly by numbers. There was a little more flash on the body than you generally find on newer kits but nevertheless, this proved no issue and an easy clean of the body left it ready to paint. After cleaning out and drilling the location holes everything went together just fine.

To get around the lack of decals, I robbed a sheet of Studio 27 aftermarket Indy decals that are for 1:24 scale, but quite a few were small enough to dress the model up as the 1968 Test car driven by Jim Clark at the Brickyard in March that year.

I got this 1:43 scale Lotus 56 from the 2017 SMTS sale and picked it up for just £25. Admittedly the box gave it's age away and on opening it, I found the decal sheet was faded out and all of the white bits were yellow. That said, for £25 who is worried?

I'm not a keen collector and builder of 1:43 but there are some you just have to get and having previously built the fine SMTS Lotus 63 and Lotus 64, having the chance to nab this 56 gave me the opportunity to complete the set of Colin Chapman's four wheel drive racers.

To set the car off I've mounted the three four wheel drive cars into an acrylic display case I had made by Widdowsons. I've mentioned them before but their quality is excellent and their post/packing policy, whilst a little pricey is justified by the way they make sure the case will end up with you in one piece.

The figure is by Lyndon Crowe from his brilliant range of ready painted 1:43 figures.



*Colin Chapman's
Four wheel drive racers*

Avenue 43—Lotus Eleven Ghia Aigle

In early 2015, a group of enthusiasts with many years of model industry experience set up AutoCult Models GmbH with a plan to make superb quality model vehicles of the unusual and obscure genre.

Working to very high standards and without the benefit of Computer Aided Design, the company produce no more than 333 pieces in each model run, choosing only those which stand out either by their shape and design or ground-breaking construction. The focus is not only the model itself but on the story of the model and information behind the car. Each model has a booklet containing that story and the end of the year, a book of the year is released.

Similar to other model makers. AutoCult divide their range into different collector categories to offer the collector the opportunity to stay within a field (it also helps protect the pocket). AutoCult have a network of very specialist distributors and dealers that ensures the prices retain a certain stability.



Photos Avenue 43

Our subject is the 1:43 scale Ghia Aigle Lotus 11 and from AutoCult's Avenue 43 range. The Ghia Aigle was reportedly built on Lotus 11 chassis #237 which was put together by Lotus and fitted with a Coventry Climax FWA of 1100cc in October 1956 before being displayed in the Coventry Climax showroom in London's Piccadilly Circus. The chassis was later delivered by Lotus mechanic John Crosthwaite who worked in the experimental section at Hornsey, to Carrosserie Ghia S.A in Lugano Switzerland where it was completed as the Ghia Aigle Lotus 11 Le Mans Spyder.



. Later fitted with a neat coupe roof as our featured model. Often these concept cars turn out looking like lemons but this one is quite the opposite and a very pretty coupe. Our model is cast in resin and superbly finished by Avenue 43. It is well worthy of a place in any ready built model collection. Costing around £95, you may be able to get your hands on one if you contact Mark at Grand Prix Models.



No stranger to the Aigle, Kit Lotus Volume 11 Issue 2 featured this rather neat 1:24 scale resin example by Jim Simpson from the USA.

Photo Jim Simpson

The design for the initial Spyder and later the Coupe came from the artistry of Giovanni Michelotti at the Turin studios of the Ghia concern



Diecast conversions - Claudio Giannone



Claudio Giannone is prolific with his diecast collection of cars modified by Paolo Giardino and this time he brings us his trio of Lotus 56B s in the colours of World Wide Racing and driven by Emerson Fittipaldi.

The top two models are from a non-championship race at Hockenheim. The centre version is from practice with front fins and a larger rear spoiler. The top version is the same car from the race with no front fins and a much smaller rear spoiler.

The bottom car is from the Monza GP of 1971.

Below that, Paolo has built a 1:43 model of the YOW Modellini. YOW specialise in models of concept cars and this 1991 Esprit based Lotus Bertone Emotion is from that stable . Now on display at the Volandia Museum near Milan. The car was rumoured to be the basis for a Bugatti supercar, but when turned down by Bugatti, the rumour is that Bertone slapped on Lotus badges and offered it to Hethel in a far fetched attempt to convince the directors it was an Esprit replacement but was politely declined



Reader models for sale.

Kit Lotuseer Peter Stevenson asked if I would pass on this list of handbuilt models he has for sale as part of downsizing his huge collection. If you are interested in any of the models please contact him directly using PSteve1170@aol.com

I am always happy to pass on reader sales but have to remind readers this is purely a private transaction between the both parties published in Kit Lotus in good faith and that Kit Lotus can have no responsibility or liability for any part of the transaction.

Anyone looking at the Lotus Model Group on facebook will see many of the models in Peter's super collection

Kit Lotus member private collection for sale					
Car Type	Model Manufacturer	Catalogue Number	Model Type	Driver(s)	Car Year
Lotus Seven	SMTS	RL18	Handbuilt white metal (1/43 scale)	Not specified	1968
Lotus Eleven S2	Provence Moulage	K532	Handbuilt resin (1/43 scale)	Colin Chapman	1957
	Provence Moulage	K569	Handbuilt resin (1/43 scale)	Felix Brunot	1957
	Kenna Models	Not specified	Handbuilt white metal (1/43 scale)	Not specified	1956
Lotus Elite	SMTS	RL04M	Handbuilt white metal (1/43 scale)	Gardner / Council	1963
	Provence Moulage	K733	Handbuilt resin (1/43 scale)	Clark / Whitmore	1959
Lotus 18 F1	SMTS	Not known	Handbuilt white metal (1/43 scale)	Stirling Moss	1961
Type 18/21 F1	SMTS	RL81MB	Handbuilt white metal (1/43 scale)	Stirling Moss	1962
Type 19	Starter	1443	Handbuilt resin (1/43 scale)	Innes Ireland	1962
Type 21 F1	John Day	E2033	Handbuilt white metal (1/43 scale)	Innes Ireland	1961
Type 23	SMTS	VL001M	Handbuilt white metal (1/43 scale)	Jim Clark	1962
	SMTS	VL001	Handbuilt white metal (1/43 scale)	Peter Warr	1963
Type 25	MAE	R08K	Handbuilt white metal (1/43 scale)	Jim Clark	1962
	MAE	R08A	Handbuilt white metal (1/43 scale)	Mike Hailwood	1964
	MAE	R08KB/C	Handbuilt white metal (1/43 scale)	Jim Clark	1964
Lotus Cortina Mk 1	Provence Moulage	K672	Handbuilt resin (1/43 scale)	Jim Clark	1965
Type 38	SMTS	Not known	Handbuilt white metal (1/43 scale)	Jim Clark	1965
Type 40	SMTS	RL35MC	Handbuilt white metal (1/43 scale)	Jim Clark	1965
Type 49	SMTS	RL30MB	Handbuilt white metal (1/43 scale)	Graham Hill	1968
	Tenariv	170	Handbuilt resin (1/43 scale)	Graham Hill	1967
	Tenariv	181	Handbuilt resin (1/43 scale)	Graham Hill	1970
Type 56	SMTS	RL11MH	Handbuilt white metal (1/43 scale)	Graham Hill	1968
Type 76	SRC	SRC 07-81	Handbuilt white metal (1/43 scale)	Jacky Ickx	1974
Type 79	Western	WRK16	Handbuilt white metal (1/43 scale)	Mario Andretti	1978
	Western	WRK16X	Handbuilt white metal (1/43 scale)	Mario Andretti	1979
Talbot Sunbeam Lotus	M Models	M04	Handbuilt white metal (1/43 scale)	Toivonen / Gallardo	1981
	Tameo	TMK 53	Handbuilt white metal (1/43 scale)	Ayrton Senna	1987
	Tameo	TMK64	Handbuilt white metal (1/43 scale)	Satoru Nakajima	1987
Type 99T	Tameo	TMK120	Handbuilt white metal (1/43 scale)	Martin Donnelly	1990
	Tameo	TMK120	Handbuilt white metal (1/43 scale)	Martin Donnelly	1990
Esprit Turbo S300	Provence Moulage	K921	Handbuilt resin (1/43 scale)	Piper/Iacobelli/H	1994
NON-LOTUS HANDBUILTS FOR SALE					
Standard Vanguard Dunlop Van	Kenna	Not specified	Handbuilt white metal (1/43 scale)		1950's
Aston Martin DB4GT Zagato Race Car	SMTS	No 5M	Handbuilt white metal (1/43 scale)	Jim Clark	1962
Lola T90 Indianapolis	SMTS	RL41M	Handbuilt white metal (1/43 scale)	Graham Hill	1966
Coyote Ford Indianapolis	SMTS	RL62M	Handbuilt white metal (1/43 scale)	A J Foyt	1967
Jaguar XJS Race Car	Provence Moulage	K1176	Handbuilt resin (1/43 scale)	Tom Walkinshaw	1984
Toleman TG184 F1	SMTS	No 3M	Handbuilt white metal (1/43 scale)	Ayrton Senna	1984
Reynard 89D F3000	Tameo	TMK 132	Handbuilt white metal (1/43 scale)	Martin Donnelly	1989
LOTUS DIECASTS FOR SALE					
Lotus 72E F1	Quartzo	QFC99005 (Q	Resin cast (1/43 scale)	Ronnie Peterson	1975



Photos Tecnomodel

Around £220- £250 quid will get you this sleek and purposeful Lotus Evora 410 Sport in metallic black and with a livery that honours the famous Black and Gold of the John Player Specials. Superbly presented in 1:18 scale, take the mock carbon fibre stand away and it would be hard to distinguish from the real thing. Available on line at the Tecnomodelstore and limited to just 90 pieces of pure diecast art so hurry. Three other metallic liveries including green, yellow and silver are also available but they too are limited to 90 pieces for each colour .

Images are also doing the rounds which probably reflect more 1:18 super Lotus models from this high end producer including an Exige and a Lotus 30.



Spark continue their prolific march forward with super resincast models. A recent addition to the Lotus fold being this Lotus 91 depicted as the third placed car from the 1992 Brazilian Grand prix and piloted by Nigel Mansell .

Photo courtesy of Spark

Website issues

Some of you may notice that some Race Retro banners are missing form the welcome page at www.kitlotus.org

For reasons I haven't yet been able to get to the bottom of, even after speaking with the service desk, Google Chrome seems to be being a bit shirty about uploading some of the images. This isn't an issue with other browsers like Microsoft Edge so I would advise you at the moment to us Microsoft Edge for the full enjoyment of Kit Lotus whilst I try and sort out the issues. The hosting contract expires this summer so don't be surprised if Kit Lotus moves to another service provider. Any problems please let me know

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