



# KIT LOTUS

Volume 7 Issue 2 April 2014

1:12 Tamiya high wing 49

Jackie Oliver—British GP 1968



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Peter Pedroza presents a scratch built 1:5 Scale Coventry Climax engine to Clive Chapman during a Kit Lotus visit to Hethel.

## Kit Lotus Editorial

*'the world's only magazine dedicated to scale model Lotus'*

Welcome to Volume 7 issue 2 where I have more Lotus delights to keep you going pre-season (if you are a racer) and if you are a modeller, I hope the features this time will help keep a vibrancy in your hobby that inspires you to keep building or keep collecting model Lotus in whatever guise that might be.

**Most people** will agree that lots of nice things come out of Italy, even if red cars are not your cup of tea there are the fine wines, sumptuous food and of course style. The good news for Lotus fans is that our hobby is blessed with enthusiasts in the Italian sunshine who make marvellous things for us. I have been very lucky in persuading both Cartograf and Tameo to tell Kit Lotus readers a little about themselves. Both firms, artisan in nature have a passion about what they do, ok so they share this passion with other makes of car but they produce some of the finest kits and finest waterslide decals that there is. We buy them, it makes us happy, they make more, we buy more. Both firms are at the top of their game and in this issue we have an Italian special featuring both.

**Its official**, no Club Lotus Festival this year. Club Lotus advise that they are keen to go back to Donington and Donington are keen for Club Lotus to return but this year no date can be found. The clash with the BTCC round last spring was a problem to the Lotus Show and it is reasonable that this date should be avoided. Club Lotus also advise that there are a few minor operational issues still to be dealt with at Donington but the plan is to return bigger and better next year, which presents all Lotus fans with a massive opportunity.

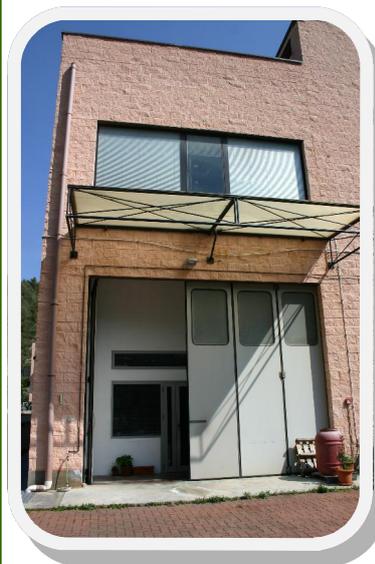
Next year will be the fiftieth anniversary of the racing season to eclipse possibly all others either before or since when Lotus and Jim Clark won everything there was to win. I know that cross era comparisons don't usually work but Schumy, Vettel, Prost, Senna, none of them could have held a candle to JCs achievements in one single season, surely 1965 was the greatest ever? For Kit Lotus, we are busy creating more JC models to display, helping commemorate 1965.

**Race Retro** is featured, with the Editor unable to attend this year it was left to Peter Pedroza to adopt the mantle of Kit Lotus roving reporter, his pictures and words follow and surprisingly in a year when McLaren were the headline act, Peter managed to unearth plenty for Lotus fans to lust over.

**The final saga** in my quest to build a high wing car from Tamiya's 1:12 Lotus 49B box has ended (cover photo) with a happy builder—me— after some final touches thanks again to the amazing after market. I also managed to find another Lotus 49 nose cone on a 'spares' model which now means I can use the Tamiya 49B to build the same car again 49R2 in the guise worn whilst on loan to Rob Walker prior to his receipt of Sifferts 49B.

With no Club Lotus show at Donington this year, what better way to fill the void by joining one of the Classic Team Lotus works tours, which we did on March 12th. As usual, the welcome and the works tour were amazing and the following words and pictures hopefully will whet your appetite to get involved. The tours take place on a Wednesday evening, see the CTL website for booking details.

**Elsewhere** in Kit Lotus we have another interesting Slot Car feature by Ian Townell, other Lotus model news and some shots of the SMTS Lotus 16 in 1:43 scale immaculately built by Simon Parsons.



**Answers** on a post-card to arrive before you get to page 10 please for a prize if you can say what the relevance of this building is. Clue? The sun is shining so it can't be anywhere in the UK. Another clue below.



### A very Special Model

Recently Classic Team Lotus was pleased to welcome Kit Lotus - represented by John Thornhill, Peter Pedroza and Simon Parsons - on to one of our increasingly popular Works Tours.

Clive Chapman, Steve Allen and Sapphire Whitbread were even more pleased when Peter Pedroza made a very special presentation to mark the occasion; a scratch built, one quarter scale model of the Coventry Climax FWMV engine. One of the great engines in motorsport history, this 1.5 litre V8 engine powered Team Lotus to World Championship victory in 1963 and 1965. And she sounds so sweet; when you hear the type 25 echoing around Monaco it is no wonder that historic motorsport is so popular. (Bernie Ecclestone eat your heart out!) Peter was generous in his presentation speech, expressing his appreciation of the efforts of Classic Team Lotus

In return, Clive Chapman expressed his appreciation of Kit Lotus and, in particular, its excellent displays at events throughout the year. When referred to the fabulous quality of the unique model, Peter was moved to clarify that it has a sibling, which has taken its place in Peter's personal collection. Fair enough!

In the workshop the visitors were able to compare the model to the real thing, as FWMV 499/6 was to be seen at Bob Dance's workbench - having just returned from its winter rebuild by Tony Mantle of Climax Engineering Services - being prepared for installation into the John Bowers type 25/R4. We took the opportunity to photograph the model atop the real thing that has won the last three Glover Trophy races at Goodwood and the 2012 Monaco Historique, driven by Andy Middlehurst. Roll on Monaco 2014!

*Article & photo reproduced with the kind permission of Classic Team Lotus.*



SMTS are responsible for this gorgeous creature or at least the bits for those special people with bundles of talent to assemble them. In 1:43 scale and the result of Simon Parson's attentions this is the Lotus 16,

described as the ultimate front engine grand prix didn't prevent it being a failure in terms of outright results giving second best to John Cooper's mid engine revolution.

Simon has applied his usual skills to this project which now resides in my collection, a win, win on my part and a great honour to have it alongside my own lesser achievements.

## Visit to Classic Team Lotus

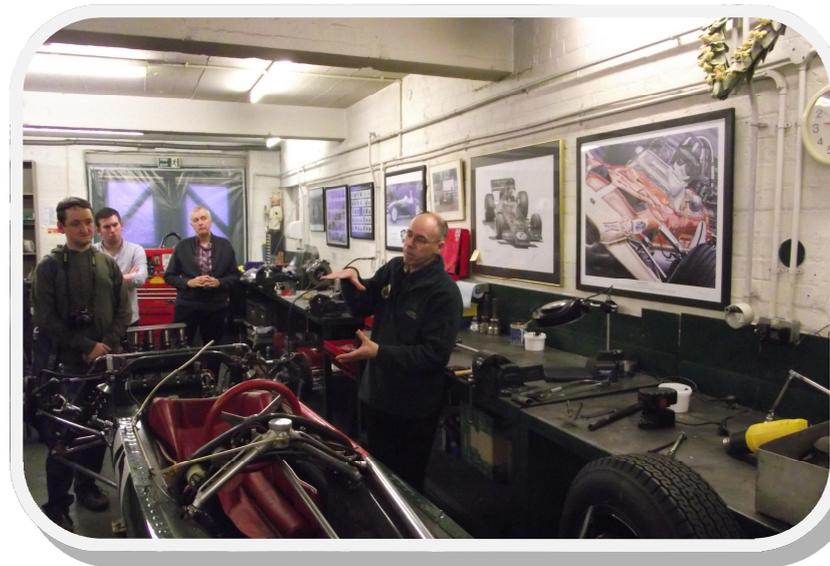
Scratch build genius Peter Pedroza had the idea to build himself a 1:5 Coventry Climax V8 engine and a second one of the same to present to Clive Chapman, not for any other reason than to mark how much we appreciate the help and support that CTL has given Kit Lotus since we began in 2008. The notion that there was no Lotus show where we could engineer a presentation this spring gave us only one solution, join one of the CTL works tours – not that we needed more than the blink of an eye to decide – and to present the model then (see separate item).

Any visit to Potash Lane brings a different flavour than the last one mainly because we don't know until we arrive just what delights will be in the workshop, usually a handful of cars undergoing preparation or restoration but this time the place was heaving!



**Semi-naked, Ayrton Senna's Lotus 97T the chassis that gave him his first Formula One win at Estoril**

Switch back to the Lotus workshop and both guides just like the Yeoman Wardens at the Tower demonstrate their expert subject knowledge as they take it in turns to describe each car in the shop, its history, the significant technological milestone associated with car and various anecdotes associated with those who drove it and those who built and ran it, which at Lotus means virtually every single one.



**Deep concentration as Steve explains some significant feature of Jim Clark's Lotus 25. I'm not suggesting we change anything in this fabulous historic workshop but readers may note the new double glazing in the background, Classic Team Lotus style!!**

A warm welcome always awaits at CTL and Clive's introductory talk sets the scene for the historic and nostalgic tableau that expert tour guides Sapphire and Steve are about to impart on the small group of visitors. I suppose it is similar to the Beefeater tours of the Tower of London where the guide gives a historical précis at each point of interest.

crowded restaurant.

As always, Clive is totally open with what visitors can take pictures of and what they can't and the subjects are perfect for obsessive model builders planning or working on their own next project. .

## Visit to Classic Team Lotus

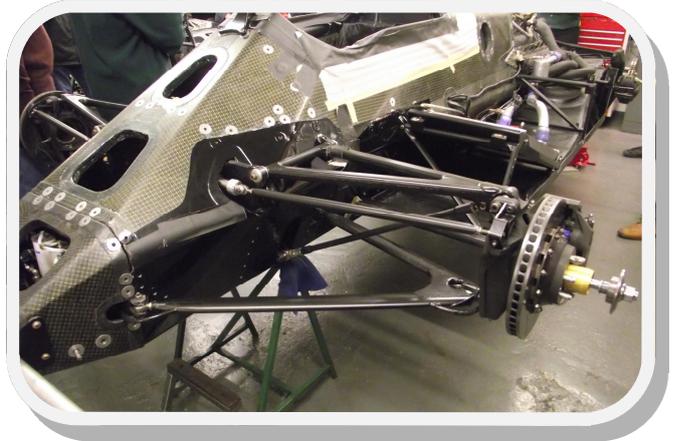
What is amazing is the amount of formula one history under one roof undergoing work that will ensure each car returns to the track, the list reads like a grand prix hall of fame, a brace of Lotus 91s, Clark's Lotus 25, Hill's Lotus 49C, Andretti's Lotus 79, Peterson's Lotus 72E, Senna's Lotus 97T, Bits of Hill's Lotus 56 from the 1968 Indy 500 ( the rest was in the paint shop), Ireland's Lotus 21, Peterson's Lotus 76

Hardly any of the cars had body panels fitted making them unrecognisable to the unfamiliar eye but for us model makers, you just can't take enough pictures of that 'flick-flak valve' or 'splurge pump' to ensure your next model has an accuracy that you are happy with. The Lotus 91's were on my radar, part of my plan to buy the same model from the CTL shop at the end of the tour, and so pictures of the DFV's plumbing came in really handy. Peterson's 72E came in for lots of attention for those with both Tamiya and Ebbro kits to build.

The end of the tour is through the minute machine shop ( Back when I was an apprentice, I wouldn't have got away with leaving my lathe with swarf on the beds and no overnight oiling!) into the drawing store where several Plan Chests house all of the original Chapman & Co drawings. When asked, Steve and Sapphire confirmed that despite having original design drawings, replica cars would never be built explaining how hard it is to complete just the entry forms for the Monaco Historique!

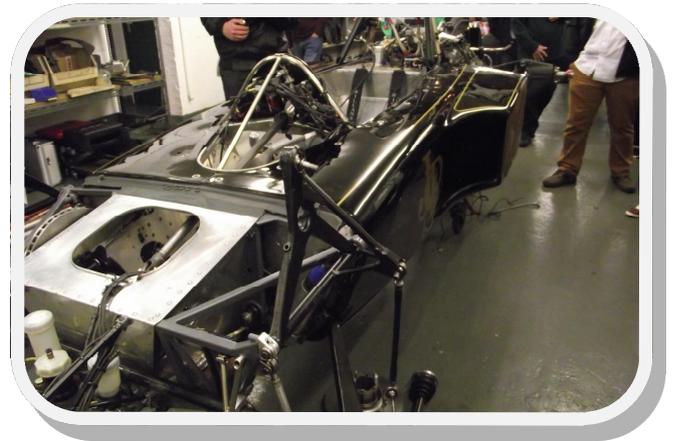


**The CTL mechanics are fully aware of the task they have if they are going to get five cars prepared ready for pre-season testing in France next week!!**



**Prepping for the new GPM season—Elio's Lotus 91**

Another great trip to Hethel and I'm sure it won't be the last. To a Lotus fan each trip to the works is different, a first time each time but the feeling of history is tangible –just like that Tower of London things again—and I suppose some can't understand that. Then there are



**Peterson's 72E under careful restoration**

those who work there everyday, indeed another of the CTL staff when spotting us in asked if we were on a busmen's holiday because we always seem to be there, but all the staff make the visit as good as if it was the first. The Kit Lotus crew use it as an excuse to have a boys (Last of the Summer Wine) night out with a few beers, a good meal and a trip to England's finest whisky distillery. We also took in the 'world's best model shop' at Snetterton but decided it was the world's best ghost model shop with shelves resembling a Russian supermarket and we left without spending a bean. Still the models bought at CTL compensated more than enough. Thanks to our CTL hosts, till next time!

## Race Retro 2014

American singer songwriter Carly Simon summed up Race Retro 2014 –not literally of course because I'm sure she wasn't there - "Nobody does it better" was one her 1970's singles and she was right. Why?

For the answer you have to step back to last year. I've been a visitor to Race Retro since it started with this year being an exception, since 2008 my mission was to glean as much Lotus information possible to pass on to Kit Lotus readers. This year KL interests were served by Peter Pedroza who sent these pictures for us to share.

Each year Race Retro has a theme, normally based on an anniversary and accompanied by decent quality promotional material. In past years It has been Porche, Honda racing bikes, BRM, Lancia for example and this year, McLaren's celebration of 50 years was the headline. The main feature occupies a space just inside the main doors of Hall 2, but the



**CTL Race Retro 2013**

centre of

all this publicity ends up as just a coral of cars set behind barriers with a display board describing the car, no flair and certainly no effort goes into this. You would think McLaren would have fallen over themselves to take advantage of the opportunity, but no.

Rewind twelve months to Lotus being the theme and you have the best display put on by CTL, the most interactive and the most professional of all the themes I have witnessed at the show. In contrast, the rest have been as dull as ditch water in presentation



**Same place one year on, nice cars but bland!**

Even when Lotus are not themed, there is always something for us, 2014 being no exception. Peter takes up the visit.....

Following last years superb exhibition I suppose it was inevitable that this years event would be a bit of an anti-climax, and up to a point it was. The main halls were as good as usual with some nice machinery and a few more Lotus' than usual. The down side was the auto jumble halls where the number of stalls was down about 30% on previous years. Model stalls in particular only numbering four in total and three of these only had diecasts. Modelworks were the exception with kits etc. and where I spent "a couple of pounds" on after market bits!



**"The Mecom Racing Lotus 19, although a replica, looked stunning"**

## Race Retro 2014

My biggest gripe however was the main display with McLaren being this years theme. I suppose we have become used to the Classic Team Lotus displays being far superior to anything else on offer. When you think back to last year they had the transporter as a backdrop, four or five cars on show and other things like Colin Chapman's original drawing board, World Championship trophies etc.

In the same space this year was Fittipaldi's M23, Denny Hulmes M8 CanAm, Johnny Rutherford's 1974 winning Indy 500 M16, and the 1995 F1 GTR Le Mans winner. (James Hunt's M26 was in the foyer). Each car had a story board at its side but that was it. Absolutely nothing else on show, well apart from a very sturdy barrier all the way round so you couldn't have a really good look! I know CTL is slightly different in that they need to sell merchandise to generate income on these occasions, but still, they can show big names like McLaren how it should be done.

But probably the best stand was the one that was organised by Knockhill to celebrate their 40th anniversary. They had collaborated with the Jim Clark Room and had Jim's first road going Cortina. They also had a lot of his trophies including what must be the smallest cup I have ever seen. It was only about 3 inches in height, basically an egg cup, and was the trophy for winning the 1964 British Saloon Car Championship!



1971 Lotus 69 driven by Emerson Fittipaldi, also now available in 1:43 scale from Axel-R



The two McLarens were the only DFV's there and so Simon I was unable to get a good look at the bits in the "V" for you like I promised. Sorry. But I'm sure there will be a couple on the floor at Hethel next month.

A quick word on the attached Lotus photos.

The Mecom Racing Type 19 was a replica, but did look stunning. The same company producing new Elite bodies as well. The F2 69 was Emmo's from 1971 and the FJ type 20 had Dave Charlton's name on the side. An exhaust company had a "white" Lotus Carlton on their stand. There was a mock up of a 49 tub in which you could do a lap of Spa for a tenner for charity.

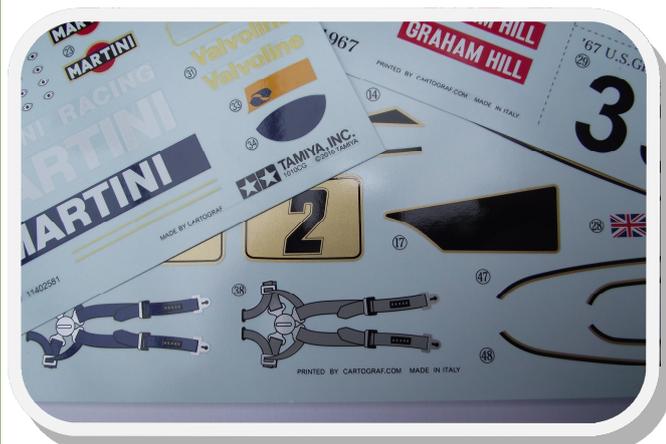


Until next year .....

## Italian masterclass—“Printed by Cartograf”

In the first of our articles about the Italian model car industry, Cartograf is our focus. For all of us who build model kits, especially automobiles and in whatever scale, the chances are that the decal sheet we are using has been exquisitely printed by Cartograf in Italy. Recognised by the model industry as the masters of silk screen printing, any model manufacturer worth his salt uses Cartograf.

We try in Kit Lotus to promote and recognise those who create the opportunity for us to indulge our hobby, without them we wouldn't be able to. I asked Cartograf if they would share an insight in to what makes them tick so that next time you embark on building a scale model and are ready to dip the transfers in water, you can spare a thought for the painstaking process and the skill of the printer that brought you the decal sheet in the first place.



**“printed by Cartograf—Made in Italy” as seen on top brand model manufacturer products.**

Pasquale Chiapperino founded Cartograf in 1969 by printing stickers and decorations for bicycles, something which reminded me of my boyhood and my old Hercules bicycle. I would strip the paint often to change the colour scheme and after many hours of careful brush painting, I would finish off the job with sticker sets from my local bicycle shop, living near the home of Raleigh cycles, bicycle shops were plentiful as were the accessories to go with them. These same bicycle shops often doubled as toy and model shops and it is through my local bicycle shop I became acquainted with my first model kits, aircraft usually, each one having a sheet of waterslide

transfers that almost always ended up with some decals swimming alone around a dish of water after putting the entire sheet in to soak them off. Over the years I've had the pleasure of countless sheets of decals, some good, some bad and some, even those I made myself, sometimes downright rubbish.

My first acquaintance with Cartograf was around 1990 when I was trying desperately to create decent decals for 1:43 cars and whilst the printing was ok, my local manufacturer could never master the secret of a good cover coat. The Japanese firm of Modellers first alerted me to Cartograf but I had given up trying to by then and began to use their products as I returned from erstwhile manufacturer to a hobby modeller.



Making decals for static models didn't begin for Cartograf until the end of the 1980s when Italeri and Burago became the first clients. Adhesive labels in reel and dry transfers were part of the Cartograf production with waterslide transfers coming along later as Pasquale's brother Roberto joined the business. Already Cartograf became synonymous with quality and long collaborations with Italeri and Hasegawa began as the industry recognised the consistency which would make their own products successful.

My own memories of creating waterslide decals involve sitting over a drawing board for hours producing hand drawn artwork four times the size of the finished article.....(cont'd)



## Italian masterclass—“Printed by Cartograf”

Continued.....

One artwork was needed for each colour separation, camera ready. Then, I had to get a photographer to make a photo positive image to the correct sizes on film, one for each colour. In the past, this called for excellent artistic skills to ensure the end result was crisp which helped with the photography and ultimately the quality of the screen. However, technology inevitably changes all that step by step, standard serigraphic techniques still include films, making the frames and printing colour by colour. But, with technological advances, Cartograf have continued to demonstrate their skills in keeping up with the changes, so much so that it is the industry standard that major kits makers and some of the more specialist artisan model producers proudly display “printed by Cartograf” on their decal sheets.



Top manufacturers need top quality decals

The changes in process brought about by advancing technology has allowed Cartograf to increase the quality of production as well as reduce the time it takes to produce a set of decals which including the base coat and the cover coat is still fairly time consuming.. All in all up to 8 or 10 separate screens may be needed depending on the colour scheme.

Computers now allow us far more certainty in graphic design ensuring that things like registration, essential for perfect printing, is maintained, helping to ensure top quality products. To produce their artwork, Cartograf has used Adobe Illustrator for several years to process files sent by customers which has given them the opportunity to gain lots of experience in its use, further adding to the quality of the finished product and whilst all these changes in technological methods exist, without the skill of many years, the finished product would stay in the past. That doesn't mean to say Cartograf don't move forward, far from it, they are always looking to grasp the latest technological innovation, which is why they are the best.

All this 'new-fangled' stuff has cut down the time it takes to produce fine quality decals, only recently I tackled a whole sheet of carbon fibre decals on a

Lotus 99T tub confident of the quality that will give me an excellent finished product. I use carbon fibre as an example because by its nature as an after-market item, it will be printed in many shapes to match the kit it is intended for. With Cartograf decals, you know they will react very quickly to minimal amounts of softener whilst other products take ages to soften because they are so thick and even then the result can be brittle and easy to flake. Cartograf have this secret firmly under control and it is the years of experience that goes into making them the product we all know and love, there is no scrimping on the quality of their raw material.

I asked what the driving force behind it all was. The response? Everything is driven by lovers of high quality and that typical Italian flair for style and detail, their forty years of experience keeps Cartograf at the top of their trade and is by far the biggest secret to their success.

..... Cont'd

## “Printed by Cartograf “ ..... continued

Continued.....

The recognition and appreciation they receive from both past and present clients spurs them on to remain the best. Pasquale Chiapperino retired in 2007 and Roberto Chiapperino left at the beginning of 2014 but his sons Davide and Mattia have been working in the company for some years dealing with sales and the production department. It is this dedication to quality that has created such a high standard and help form many allegiances with top model makers.

On a model race car or any other model kit with a livery of some description, that livery is the shop window for your efforts as a model builder, it is people like those who form Cartograf that give us the opportunity to dress that shop window. My thanks go to Adriana Bonotto Chiapperino for providing this insight into Cartograf which remains a thriving family business these 40 years on.



Meet the experts keeping in the family – Adriana, Davide, Roberto and Mattia

## Jackie Oliver—1:12 High Wing 49 the final round up

I've whinged on about Lotus 49 models masquerading as 49Bs since Volume 1 issue 2 which is in fact six years, quite a long time for one whinge before I actually did something about it. However, it wasn't until a re-read of Michael Oliver's book "Lotus 49 the story of a legend" that I realised the solution had been staring in the face all along and that Jackie Oliver drove a high wing 49 in the 1968 British Grand Prix which prompted me to get a



'wiggle on'. Modifying the nose cone was the most

difficult bit and other than getting hold of bits like the right ZF box and the electrics it was a straightforward build with the exception, or so I thought of getting the decals right. I needn't have been concerned because as if by magic Wim at Bestbalsakits put the 1:12 49 on his prolific radar for producing detail up parts, a sheet of his decals duly arrived and found their way on to the job to finish off the project.

I quizzed Wim where he had them made and Microscale US were identified as the culprits. These are the people you know as the makers of Micro Sol and Micro Set. Apparently, other than having a double white print to avoid body colour bleeding through the decal, Wim does not have a special recipe other than a passion to get them right with lots of checking and testing before committing to print.

I have to say his efforts paid off because I found the decals extremely good and thin enough to blend into the paintwork without large amounts of softener and fixer. The whole sheet gives several options right down to the Player's Navy Cut Sailor in exactly the right colours

The world of 1:43 scale auto modelling has many skilful exponents but none more so than Tameo of Italy. Every self-respecting model car collection if it includes race cars, will have Tameo models within it, recognised as the benchmark for 1:43 scale Formula One race car kits, Tameo continues to delight with ever greater detail being put into their models to satisfy the discerning collector/builder. Even this class can be bought ready built if you want the quality without the anxiety of having to build it, especially if building models is something you leave to others.

We have featured Tameo models in Kit Lotus but we have never featured Tameo as an organisation. This issue as part of our Italian special feature, I asked Cristina Mazzetti if she would help put that right and bring us an insight in to what makes Tameo tick, this is how it all started.....



**Tameo Lotus 77**



**Looking very purposeful and determined Leonardo Borro (left) and Luca Tameo**

Most artisan manufacturers are enthusiasts, Tameo is no exception. In the 70s, Luca Tameo, a young 16 year old formula one enthusiast enjoyed building car kits but found the market limited and decided that if he was to own the model cars that interested him, he would have had to make and build them himself.

Luca found encouragement from his father, who saw the potential for gainful employment for Luca, using his undoubted skill and interest for a potential career and so, by 1983 and using a spare room at the family home the first Tameo prototypes were made and turned into kits and assembled models. Luca's hard work paid off over three years of effort which saw the project being able to stand on its own feet as a going concern. So confident was Luca and his father that his father gave up his job as Chief Designer at Autobianchi in 1986 coinciding with family moving to Liguria and the formal birth of Tameo Models.

***" We have never been afraid from competition because we have always produced models of high quality at low cost as possible."***

The business took off and at its peak each model run was between 1000/1500 pieces, produced by the same number of staff now, 3 partners and 4 employees as it was then. The only difference nowadays is the runs are much less at around 100/150 pieces per type. Cristina puts this down not just because of difficult financial times but to an ageing generation. Lets' face it most of us who build models could only be described as 'mature' with little sign of any new generation take up of our hobby.

Passion drives Tameo, and there will be no change unless the passion starts to dwindle. New models subjects are chosen following a public survey of their customers and users, there are no favourites but the ultimate decision to manufacture is decided somewhat on the difficulty of obtaining a licence plus what is likely to sell.

## Tameo continued.....



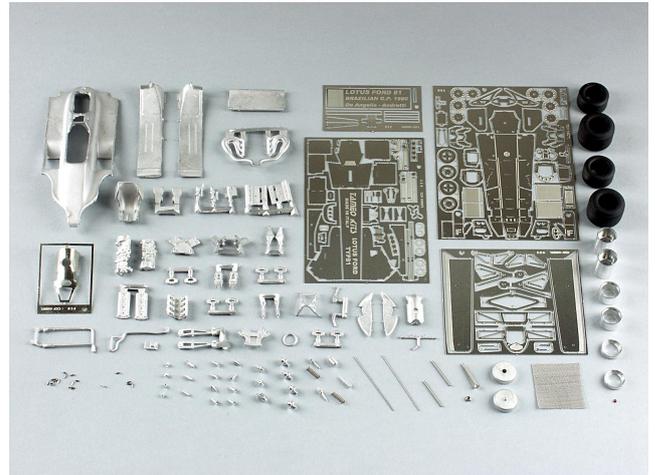
### Tameo Lotus 80

Production of the kits continues to extend the high quality synonymous with Tameo, for many years, photo etch has been the medium for suspension parts and the cast body shells have always been marked with the correct hole position ready for drilling. Tameo's latest super detail kits contain even more detail with more machined parts and much more photo etch. 'In House' Tameo make all the castings whilst machining, photo etching, tyres and decals are all sub-contracted to trusted business partners but are always made to the design parameters set out by Tameo. Now that those Golden years of 1000/1500 production runs are gone, it is lucky to get ten per cent of that total from each model therefore higher specification models aimed at the right market at a price reflecting the quality goes some way to redressing the balance of falling production.



Sabrina Tameo, Matteo Manca, Massimo Colonna

Of course the cost of production is ever increasing but the onset of modern technology has paved the way for higher specifications and by using 3D modelling techniques, designs can be rapidly prototyped and masters produced by lost wax casting. No doubt 3D printing will figure in Tameo's production at some point. Quite rightly, Christina identifies men of a certain age as the main customer and I agree, the modelling hobby has become the domain of the 'grey vote' often with disposable income that allows the purchase of higher quality models. The difficulty is for the future, who will become the model kit buyers in future years? The generation brought up on X Box and instant gratification don't know what they are missing, but to Tameo's credit, their drive for greater quality keeps the grey market wanting more. Never afraid of competition, the Tameo quality speaks for itself and maintains them at the top of their game.



Lotus 81 before and after

Tameo currently holds several ranges of kit, mostly 1:43 but there are some 1:24 available. And also some 1:64 Starting with the TMK kits range, this model range contains all of the previous kits plus new additions all of which have around 150 parts and can easily be set as the industry standard. Labelled as easy to build this is the standard which gave Tameo its reputation and is the range most of us have dipped in to at some point. Most likely with the onset of high detail, low volume resincast models offering instant gratification to the model collector, Tameo hit back with more recently, the WCT range



which has given the serious modeller even more detail with up to 300 parts per kit including many photo etch and fine decals .

However, for those of us with neither the skills nor the inclination to build a kit, the TB range offers this detail but ready built, nicely mounted with a plaque and topped off with a clear acrylic cover. Tameo ranges include Indycars and some really nice historic stuff. For Lotus fans, they have been true to cars of each era with most iconic Lotus appearing at some stage. Tameo do not sell direct to the public but have a network of distributors



**Cristina Mazetti, Cesare Tameo**

who can be found on their website

[www.tameokits.com](http://www.tameokits.com)

I have gone on record before as saying that whilst the instant gratification of buying a ready-made model can be satisfying, for the serious modeller it just doesn't have the same appeal. Tameo recognises this in their assumption that the modeller is getting older and more discerning, when building a model the modeller is building his nostalgia at the same time. Offering the higher detail retains the gap between ready-made resincast and keeps Tameo at the top of the tree.

For the future, Tameo still retains those seven staff members in the same two storey 600 square metre premises. According to Cristina the latest formula one and models of historical interest will remain the lifeblood of the Tameo range which no doubt will continue to delight us for a long time to come.



***Theatre of dreams, this unassuming building is where all the magic comes from***

My thanks to both Tameo and Cartograf for giving us an insight into how they produce the models and decals that we all appreciate so much.

JT



Reading John's February editorial in particular his comment on the Airfix Lotus Cortina, it rekindled a few memories from my school days in the mid 1960s, the high mark of slot racing at the time. I actually carried out one of my first conversions using an Airfix Cortina body shell. At the ripe old age of 15 I cut and carved that body and fitted it to a Revell chassis, basing the finished racer on a car driven by a guy called Terry Drury (I think that's the spelling) who at the time was competing in modified saloons, yes, cut arches, wide wheels, the lot.

The Airfix model was soon followed by ready to run and kit version slot cars. Looking through some old copies of Model Cars Magazine I noticed the slot cars retailed for sixteen shillings and elevenpence – about 76p in the current decimal system. However, if you want one now, expect to pay considerably



Strombecker Lotus 30

more. I saw £85 at a recent swapmeet for the initial construction kit. I couldn't find any 1:24 scale Cortinas in any of these magazines but I am aware of kits by Joker and Transkit possibly more recent of course. Others to look out for are push along toys by Jimson and Roxy Toys—more swapmeet visits required I think!

It was interesting to read in the January 1966 edition a letter from an enthusiast extolling the virtues of the larger scale and why are there not more models? So it has come full circle nearly 50 years later and John's comments sound like that chap Dave Jarvoo!

Just to leave you with a thought, today's slot cars can be around 50% cheaper than some diecasts and with pretty good detail. They can be found in high street retail outlets and can easily be super detailed making very pleasing static models. But just think, it is possible to get a whole stable of Lotus slot models starting with the 16, to 49s and Evoras to Cortinas, plus they all go round a track.

Magic...!

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