

September 2011 by Matt Slayton

This month, we look at a few stunning new releases from Spark (you know by now are hand-built, low volume, get them while you can....), that just happen to be the right size to fit in a stocking. Be sure to print this out, or casually email to your spouse or significant other!

Through the years, if one wanted to add, oh, let's say a Lotus 77 to their model stable, they would have had few choices. The first would be to buy a Scalextric version (not terribly detailed, and included all the "under bits" to make it go round a track), or buy a white metal kit that you put together by a company called SMTS (Scale Model Technical Services). A metal kit, and superglue is never a winning combination, and that's why my kit still sits languishing in its original box. Perhaps Spark heard the cries (since we couldn't clap our hands together...they were superglued!) of model collectors everywhere, as they have just released this stunning model in all its 1/43 glorious detail:



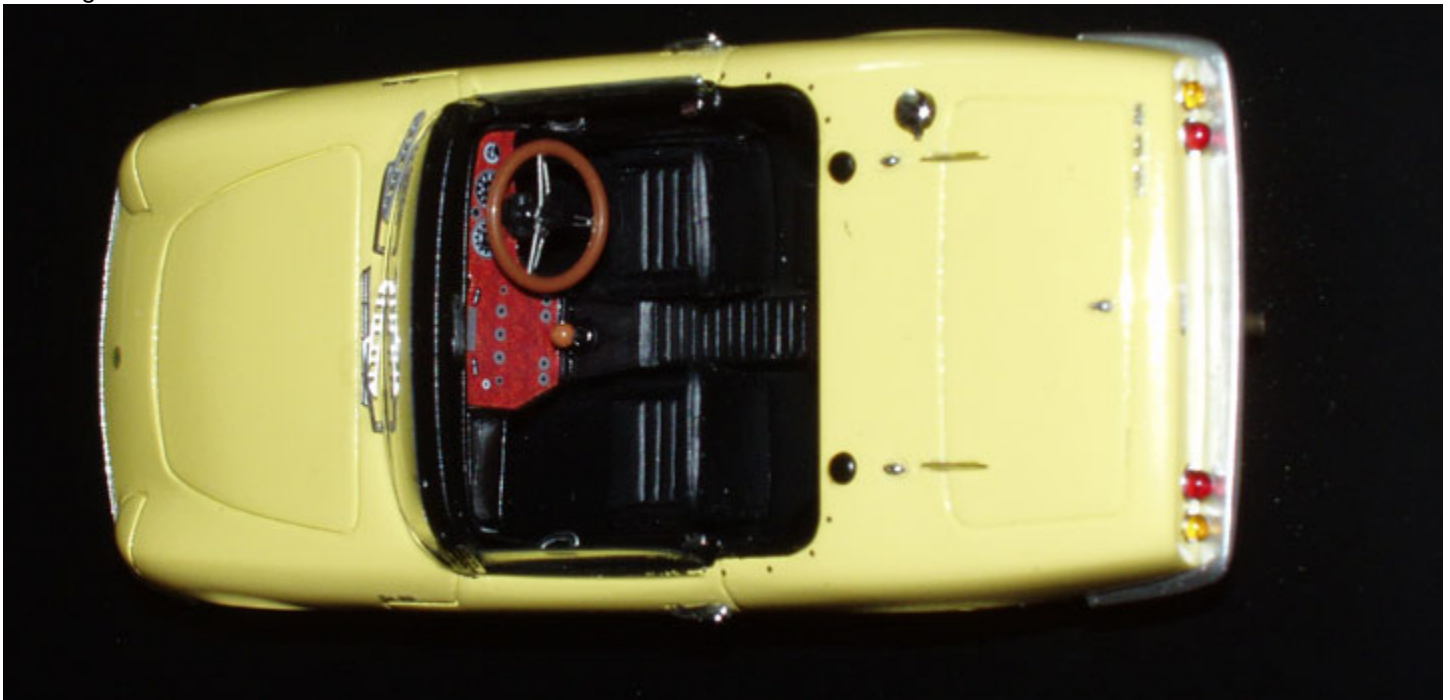
This model is from Spark's Reve Collection; it's a gorgeous one to add to your collection. This particular model is Mario's winning model from the 1976 Japanese Grand Prix, which was the team's first victory since Monaco back in 1974. You Lotus buffs will no doubt remember the less than stellar results of the Lotus 76 and the Lotus 77 was a stepping stone toward the ground effects Lotus 78. Intricate details abound. I particularly like the metal uprights for the rear wing. And the TINY John Player Special decals that are included. First class all the way!!



Next up is the Lotus 47 (a racing Europa) test bed model from 1967. Again, it's in 1/43rd scale, and nifty details abound. On this particular model there is a photoetched windscreen wiper, tri eared knock offs, and twin snorkels!! It's hard to tell from the photo, but the windows are slightly opened out at the back, as would be needed for proper ventilation on this car!!



Next, here's the regular Lotus 26S1 from 1962. Again, details abound. I chose to photograph it at this angle, so you could see the detail on the dashboard. There are photoetched wipers, door pulls, trunk hinges, fuel filler caps, and various lettering on the car!



Finally to round out this issue is the Lotus Elan 26R was the competition version of the Elan, and this particular model represents the only Lotus 26R ever to compete at Le Mans in 1964. The blue and yellow paint scheme was done by the French Lotus importer Royal Elysees. The drivers were Pierre Gelee and Rene Richard, but sadly the car retired with an overheating engine in its 3rd hour.



Notice the detail, from the plexiglass headlamps (which replaced the pop ups on the Elan), to the window pulls on each side, along with photoetched door pulls, and trunk hinges. Just a beautiful car! Here's a shot from the top down:



You can't get much more detail than this.....and its hand built! I would suggest contacting Jim Cowen at Diecasm (www.diecasm.com) if you want any of the above models listed, as I understand that many of these are sold out elsewhere. As it seems with any of the Spark models, you can buy them now, or pay dearly on eBay later!

Both of these would be a nice addition to your collection. These models that I photographed came from Jim at Diecasm (www.diecasm.com).

Happy Hunting!!

Matt Slayton

Lotus Corps | www.LotusCorps.org