



CATERHAM^{SEVEN} 620R

21307



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The Caterham Seven

The Seven is no ordinary car. With over 50 years of high-performance heritage behind it, it has achieved an iconic status amongst race car enthusiasts the world over. Its simple racing-

inspired design and light weight remain as relevant today as when it was first introduced as the Lotus Seven in 1957.





The Perfect Racing Machine

Created by visionary Formula One designer Colin Chapman, the Lotus Seven was a road-going sports car based on racing car principles, and supplied to the customer as a build-it-yourself kit. A Lotus dealer in the Surrey town of Caterham saw a great potential for the tiny sports car, and in 1973 Caterham Cars bought the rights from Lotus and started to build the third generation 'Series 3' version, which remains in production today.

Put side by side, an original Lotus Seven Series 3 from 1968 would look very similar to the cars being built nearly fifty years later. But under the skin Caterham has continued to refine and develop the car, ensuring that its overall racing performance is always highly competitive.

The most powerful Caterham car to date, the Seven 620R, was revealed in 2013. With a 310HP supercharged Ford engine developed by Caterham, coupled with a six-speed sequential

racing gearbox, the 1,261 lbs (572 kg) car accelerates from 0-63 mph (0-100 kph) in just 2.8 seconds and has a top speed of 155 mph (250 kph). It also utilizes the latest in material engineering, with lightweight carbon-fiber used for the fenders, interior panels, dashboard and seats, while the wheels and tires have been developed especially for the car.

It is estimated that there are as many as 1,000 Sevens competing on any given weekend, with championships all over the world from Colombia to Taiwan. The Caterham factory in Dartford, Kent, UK continues to build 500 cars each year, with well over half of the cars being exported around the world. Although all export cars are now fully pre-built like any other regular road car, customers in the UK still have the option to build their car from a kit, just like the original, and more than 100 do so each year.



La Caterham Seven

La Seven n'est pas une voiture ordinaire. Avec un héritage de plus de 50 ans de haute performance, elle a atteint un statut emblématique parmi les amateurs de courses de voitures dans le monde entier. Son design

simple inspiré par la course et son poids léger sont aussi pertinents aujourd'hui que lorsqu'elle fut présentée pour la première fois sous le nom de Lotus Seven en 1957.





La voiture de course parfaite

Créée par le designer de Formule 1 visionnaire Colin Chapman, la Lotus Seven était une voiture de sport conçue pour la route mais basée sur les principes de la voiture de course, fournie au client sous la forme d'un ensemble à construire. Un concessionnaire Lotus de la ville de Caterham, dans le Surrey, vit un énorme potentiel dans cette minuscule voiture de sport et en 1973, Caterham Cars acheta les droits à Lotus et commença à construire la version « Série 3 » de troisième génération, qui est toujours en production aujourd'hui.

Mises côte à côte, la Lotus Seven Série 3 originale de 1968 et les voitures construites presque cinquante ans plus tard se ressembleraient beaucoup. Mais Caterham a continué à raffiner et à développer la voiture à l'intérieur, pour assurer que ses performances de course demeurent hautement compétitives.

La plus puissante Caterham à ce jour, la Seven 620R, fut lancée en 2013. Avec le moteur Ford suralimenté de 310 ch développé par Caterham et une boîte de vitesse de course

séquentielle à six rapports, cette voiture de 572 kg accélère de 0 à 100 km/h en seulement 2,8 secondes et peut atteindre une vitesse maximale de 250 km/h. Elle comporte aussi les dernières nouveautés en matière d'ingénierie des matériaux, avec de la fibre de carbone légère utilisée pour les ailes, les panneaux intérieurs, le tableau de bord et les sièges, tandis que les roues et les pneus ont été conçus spécialement pour la voiture.

On estime qu'il y a jusqu'à mille Seven en compétition chaque week-end lors de championnats dans le monde entier, de la Colombie à Taïwan. L'usine Caterham à Dartford dans le Kent, au Royaume-Uni, continue de fabriquer cinq cents voitures chaque année, plus de la moitié étant exportées dans le monde entier. Même si les voitures exportées sont maintenant préfabriquées comme toute autre voiture de route habituelle, les clients au Royaume-Uni ont encore l'option de fabriquer leur propre voiture à partir d'un ensemble prêt-à-monter, tout comme l'originale, et plus de cent clients le font chaque année.



El Caterham Seven

El Seven no es un auto cualquiera. Con un legado de más de 50 años de alto rendimiento a sus espaldas, se ha convertido en un icono entre entusiastas de los automóviles de todo

el mundo. Su sencillo diseño, inspirado en las carreras, y su reducido peso, son hoy tan importantes como cuando se comercializó en 1957 como el modelo «Lotus Seven».





La máquina de carreras perfecta

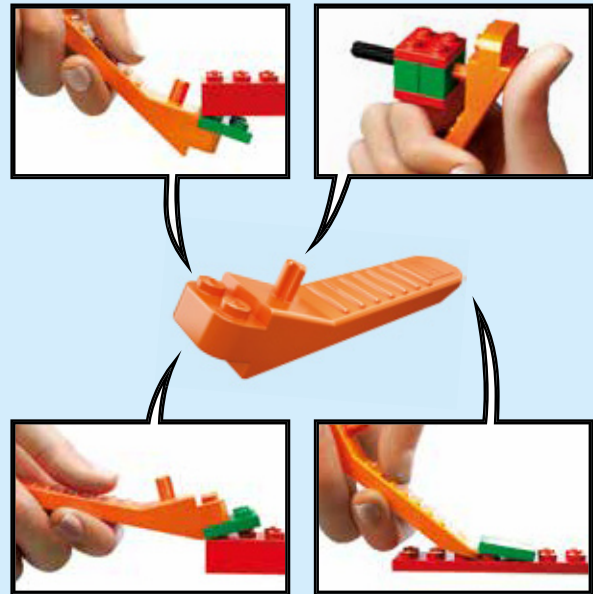
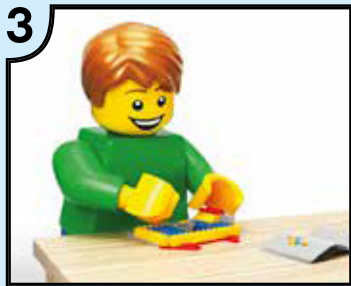
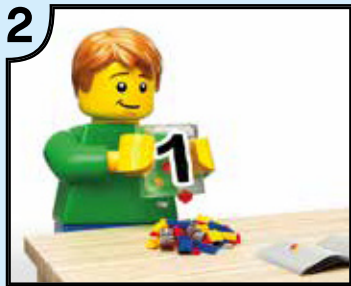
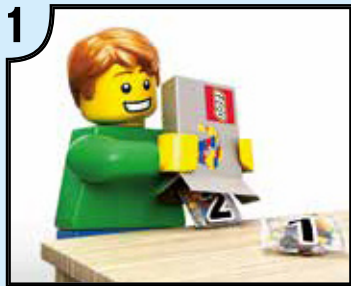
Creado por el visionario diseñador de Fórmula 1 Colin Chapman, el Lotus Seven era un auto de carretera basado en los principios del diseño automovilístico deportivo que el propio comprador debía construir tras recibir un kit. Un concesionario de Lotus de la ciudad de Caterham, en el condado de Surrey, reconoció el gran potencial del pequeño auto deportivo. En 1973, Caterham Cars compró los derechos a Lotus para poner en marcha la versión «Series 3» (la tercera generación), que todavía se fabrica en la actualidad.

Al comparar ambos modelos, el Lotus Seven Series 3 de 1968 se ve muy similar a los autos que se fabrican hoy, casi cincuenta años más tarde. Sin embargo, Caterham ha seguido refinando y desarrollando el auto bajo la carrocería para garantizar la competitividad de su rendimiento general en el campo deportivo.

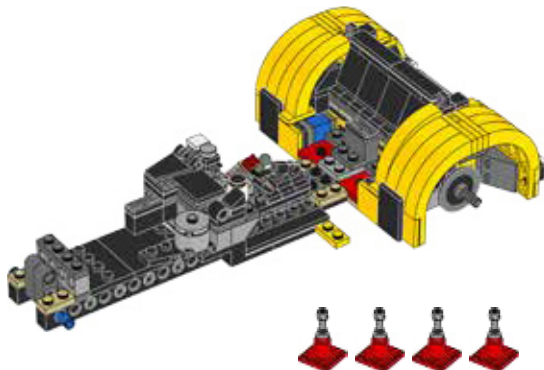
El auto Caterham más potente hasta la fecha, el Seven 620R, fue presentado en 2013. Equipado con un motor Ford supercargado de

310 HP desarrollado por Caterham y una caja de cambios secuencial de seis velocidades, el deportivo, de 572 kg de peso, acelera de 0 a 100 km/h en sólo 2,8 segundos y posee una velocidad máxima de 250 km/h. También incorpora los más modernos materiales, como la fibra de carbono ligera usada en las salpicaderas, los paneles interiores, el panel de instrumentos y los asientos, o las ruedas y llantas, desarrolladas especialmente para el auto.

Se estima que un fin de semana cualquiera compiten unos mil Seven en campeonatos celebrados por todo el mundo, desde Colombia hasta Taiwán. La fábrica de Caterham, situada en Dartford, Kent (Reino Unido), sigue fabricando quinientos autos cada año, más de la mitad de los cuales exporta a otros países. Aunque los autos se entregan hoy completos, como los autos de carretera normales, los clientes del Reino Unido todavía pueden construir sus autos a partir de un kit, como sucedía con el modelo original, y más de cien lo hacen cada año.



LEGO.com/brickseparator



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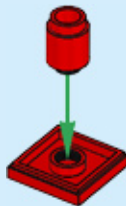


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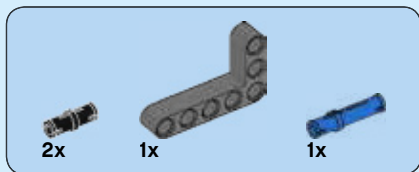
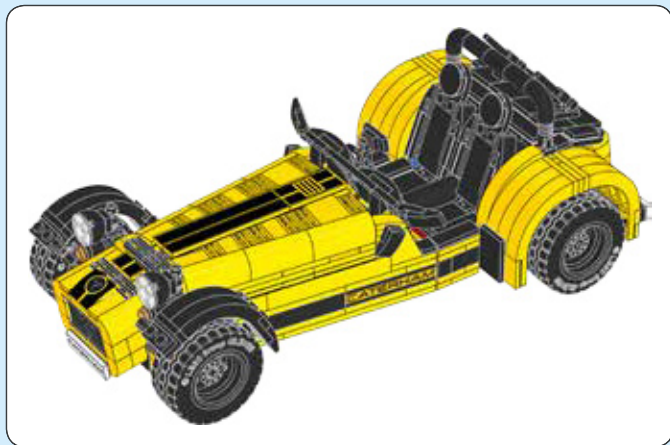
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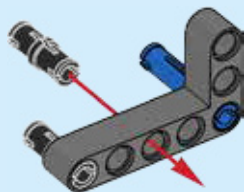
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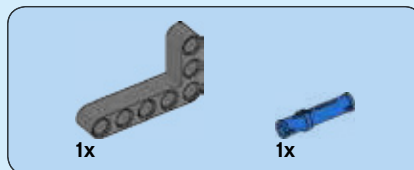
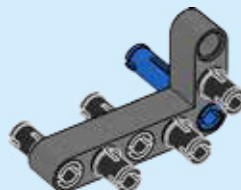
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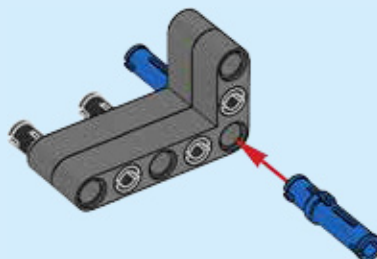
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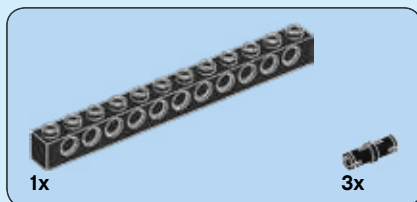
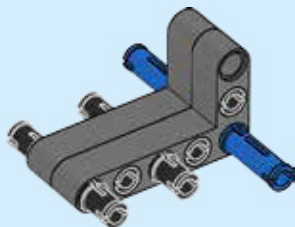


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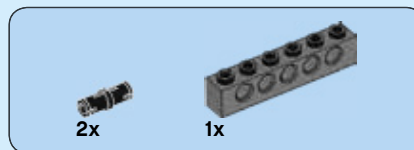
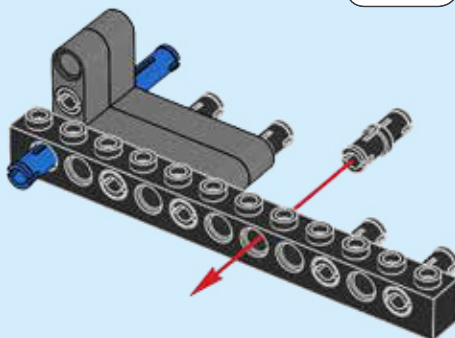
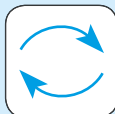




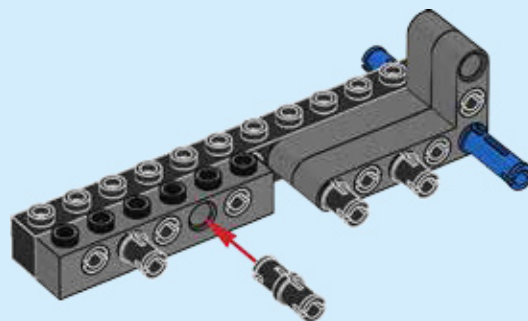
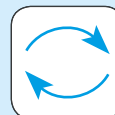
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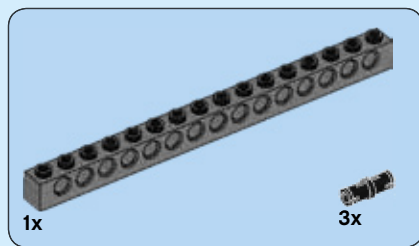


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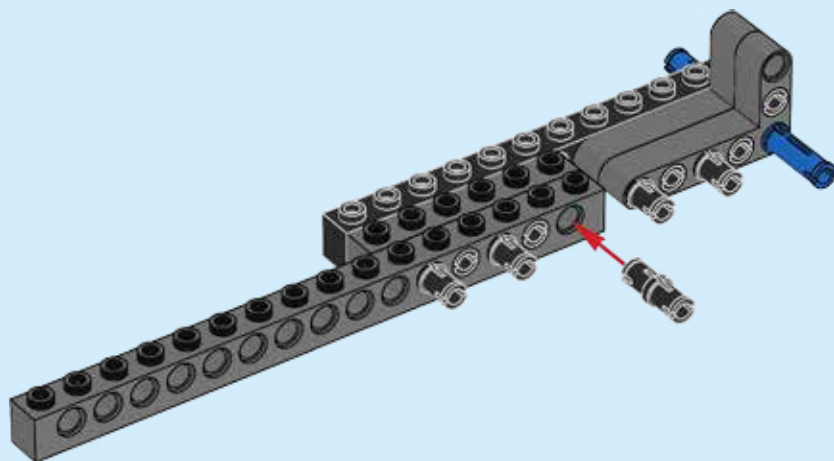


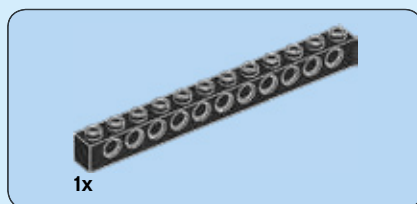
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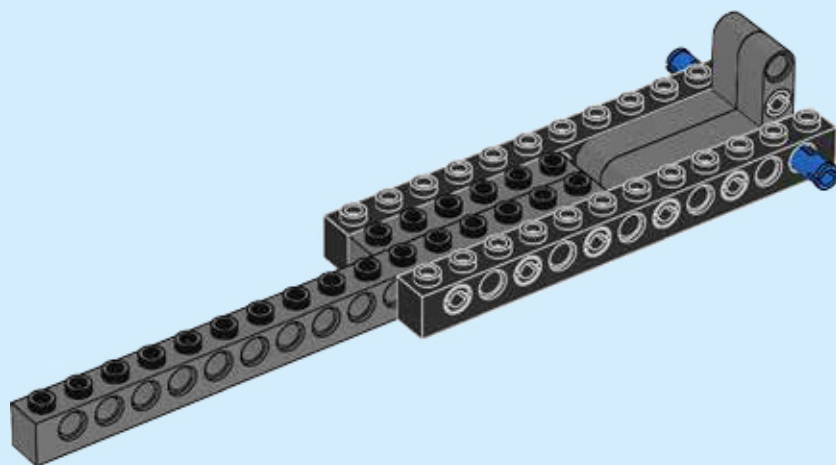


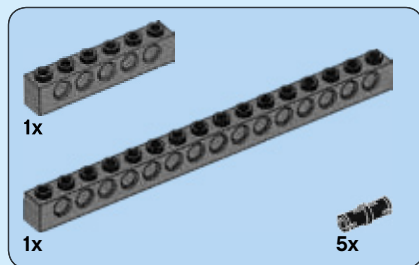
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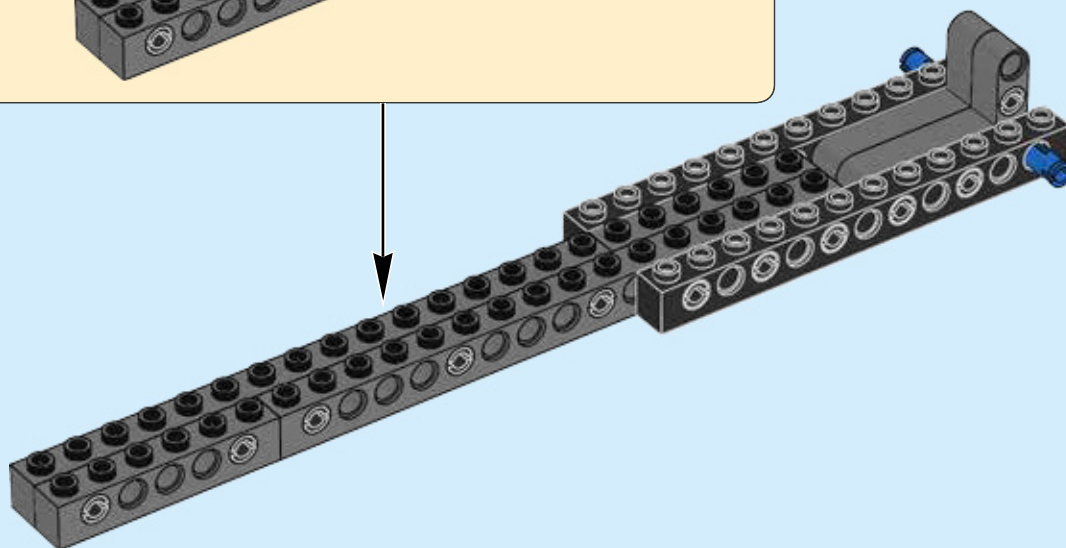
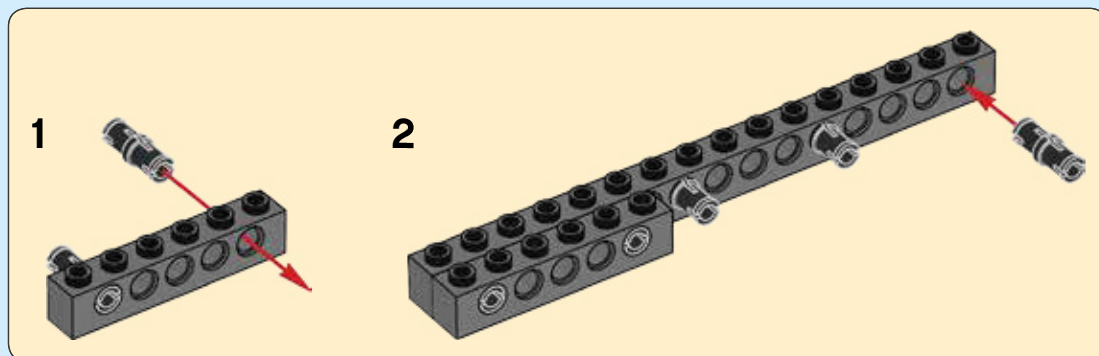


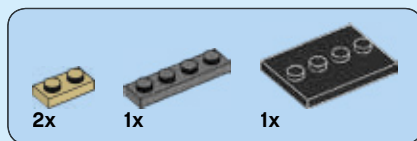
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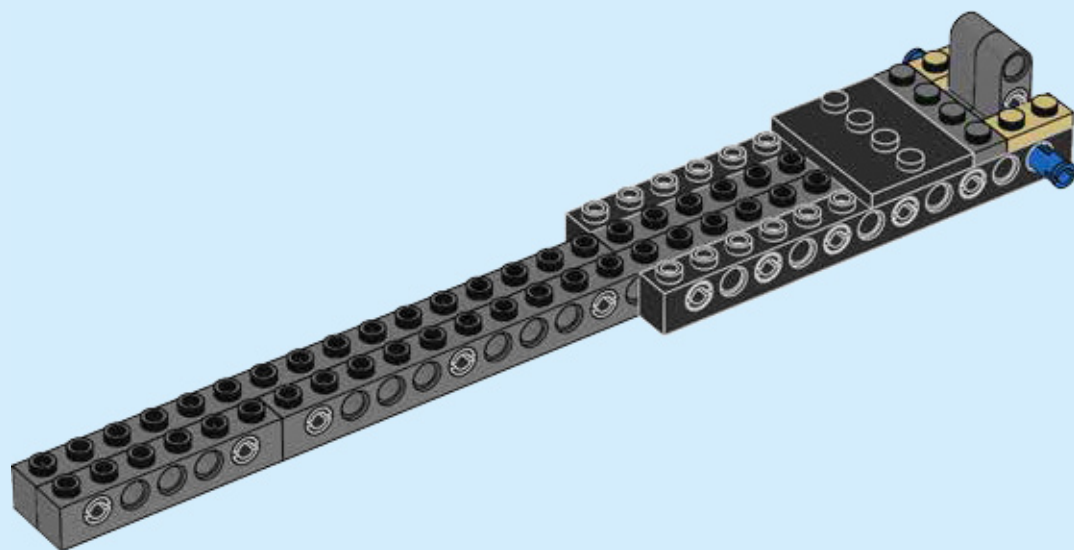


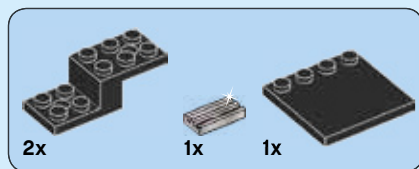
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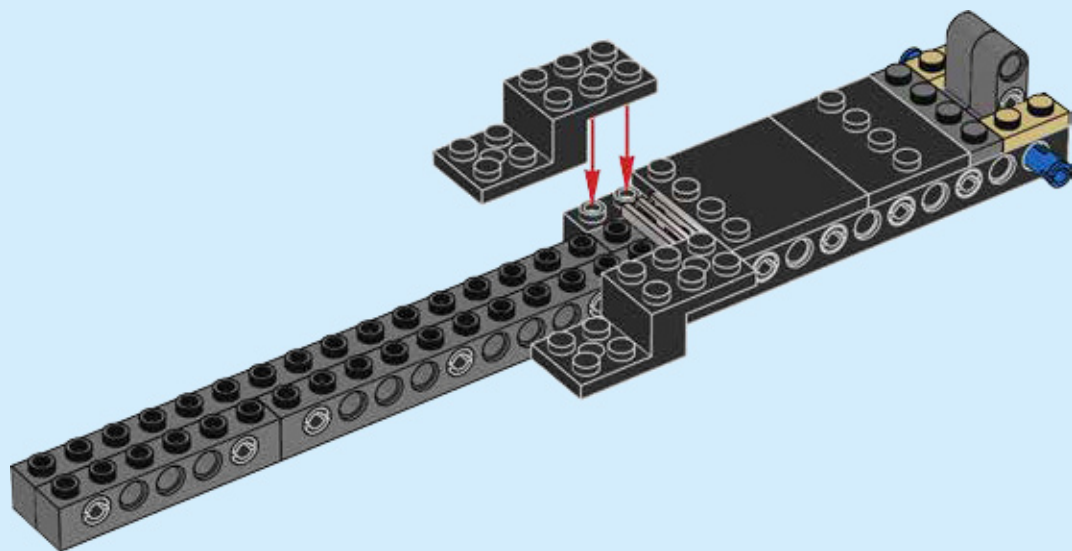


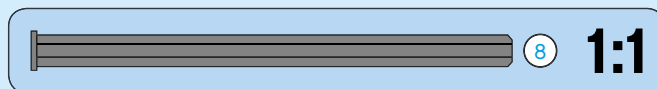
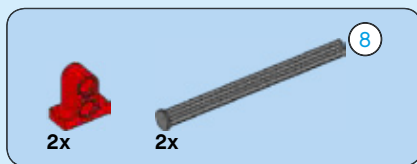
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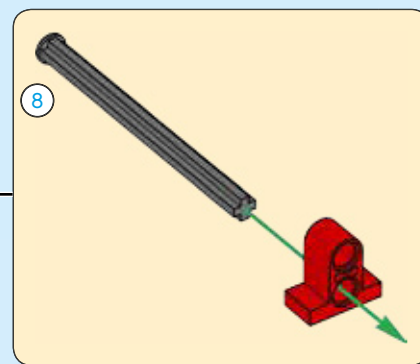
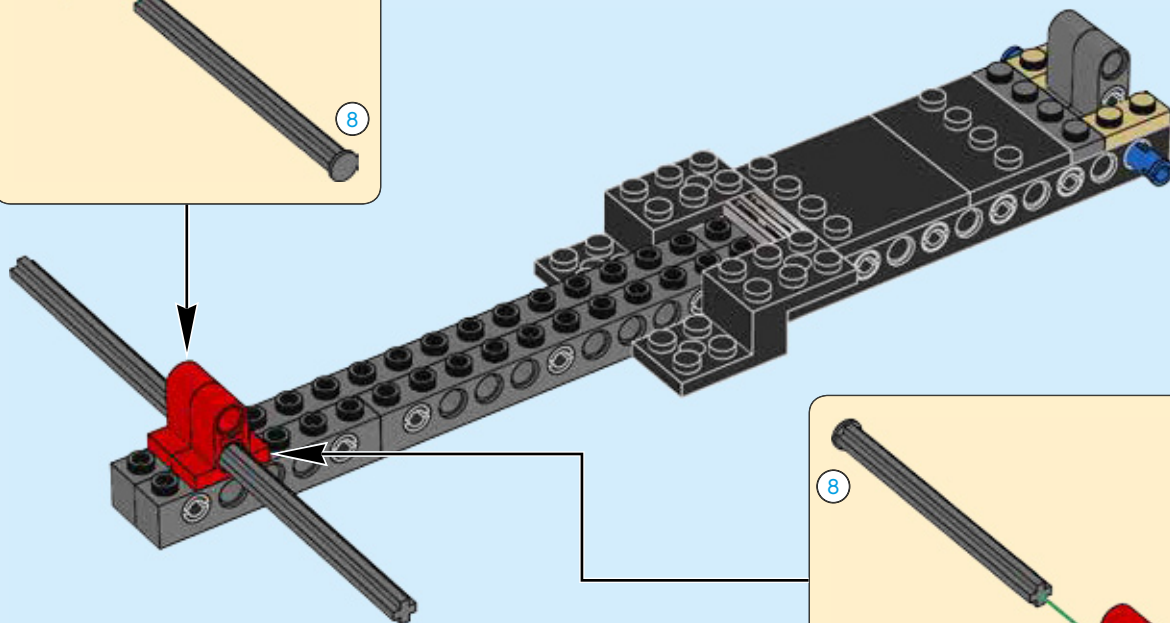
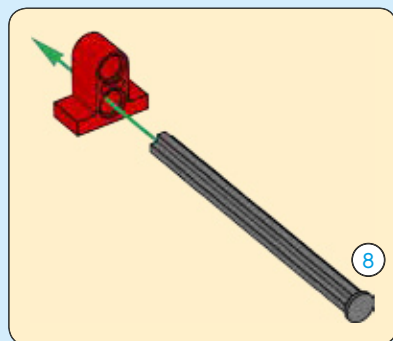


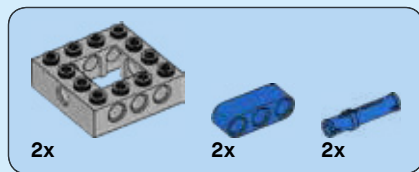
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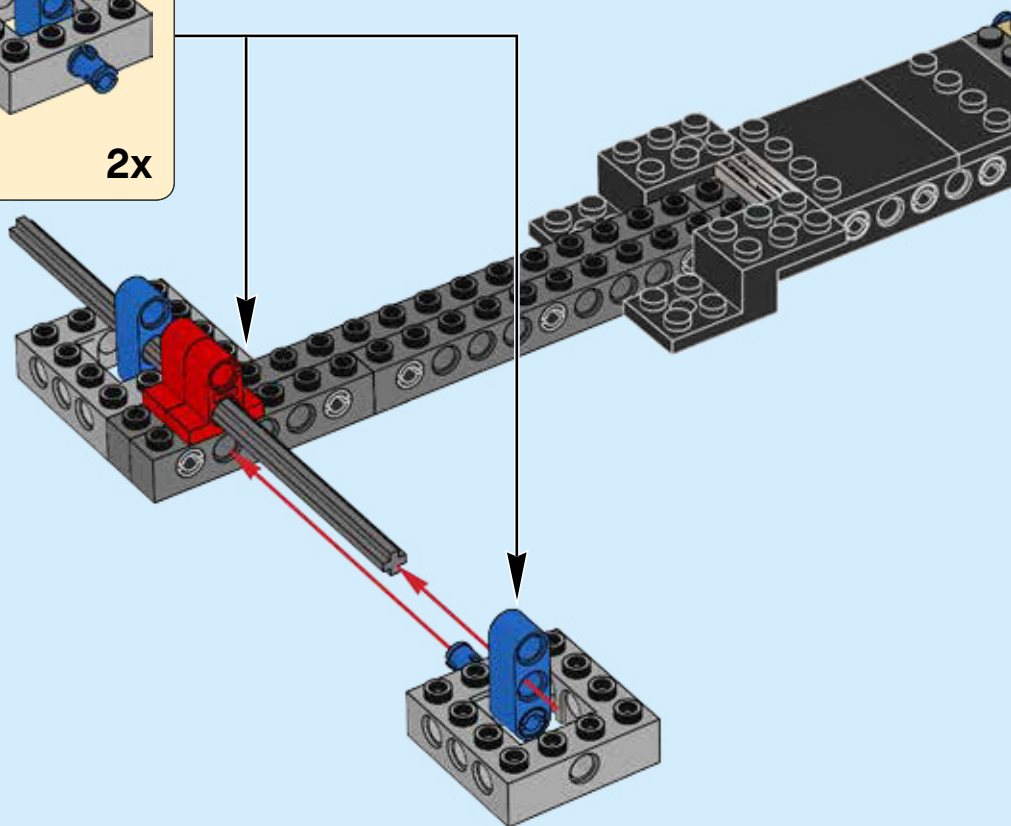
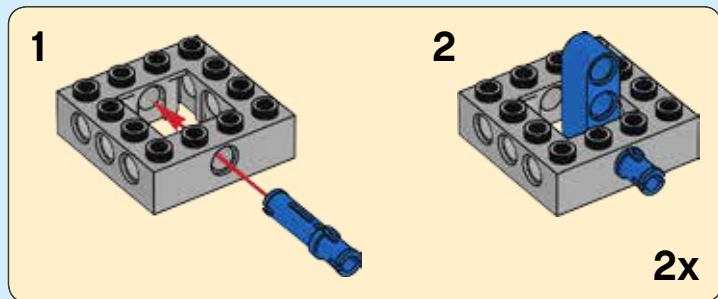


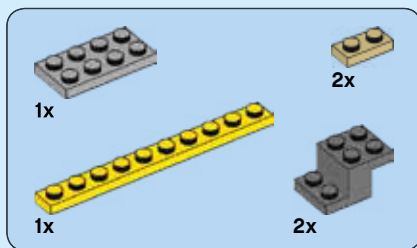
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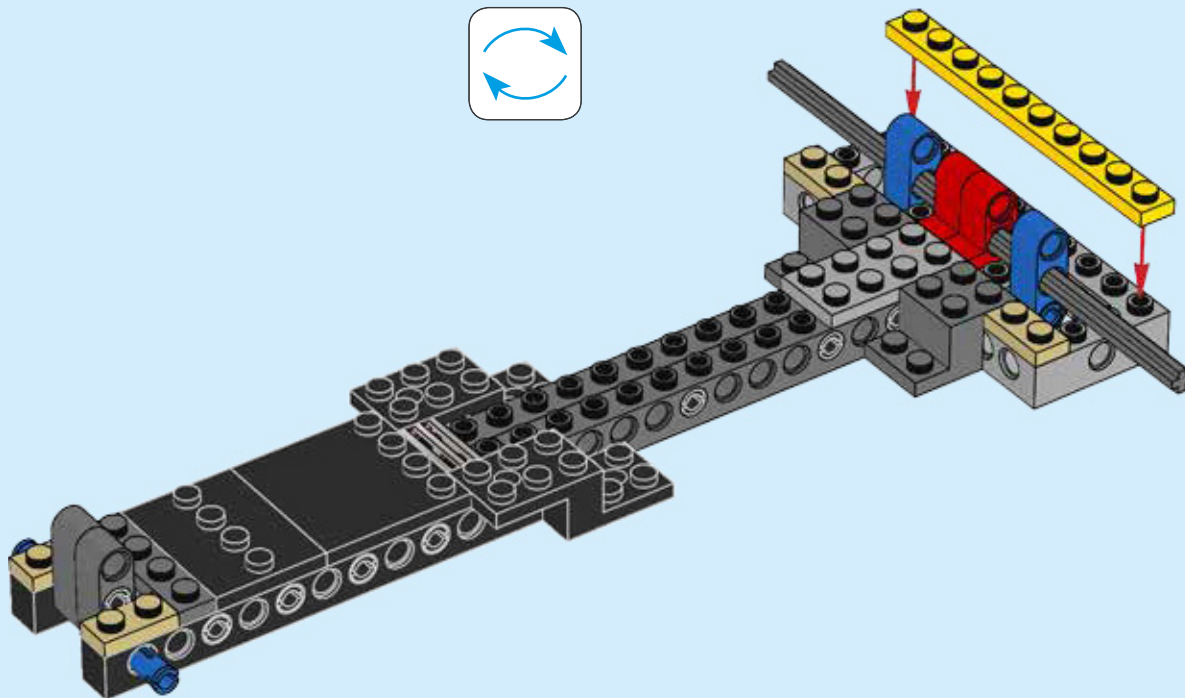
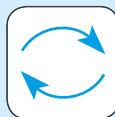


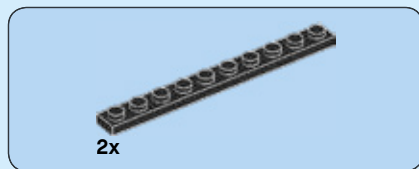
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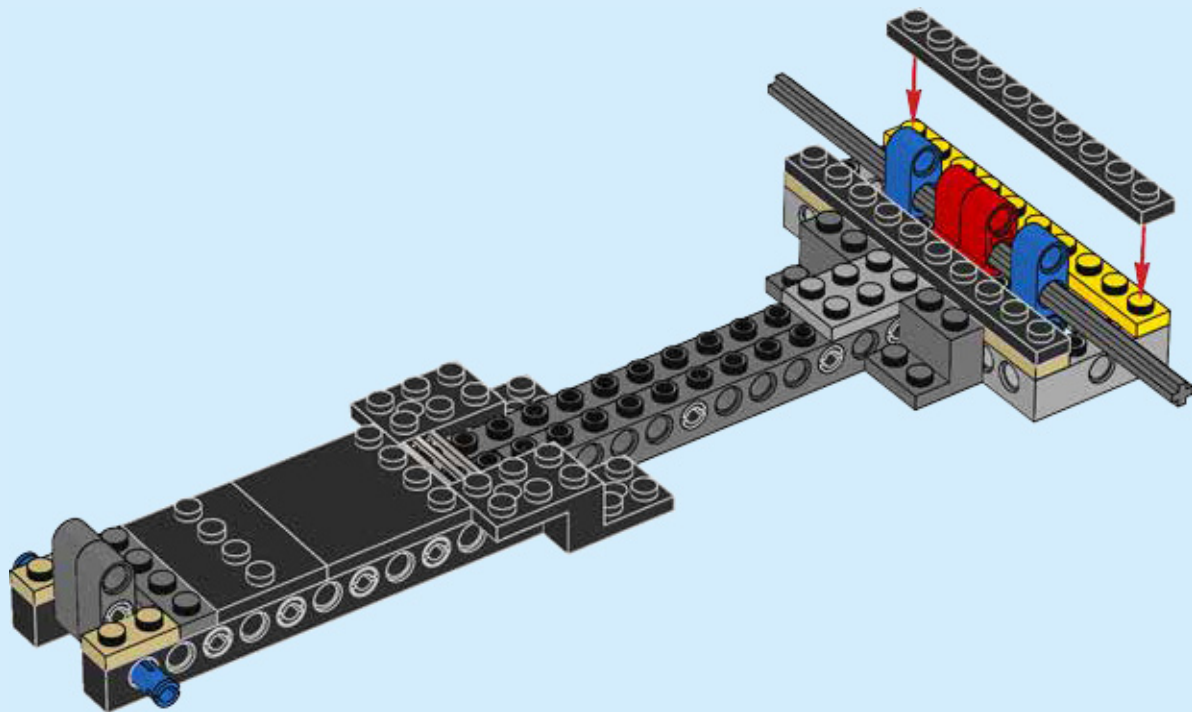


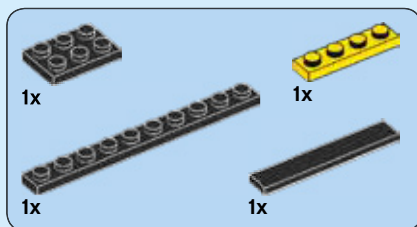
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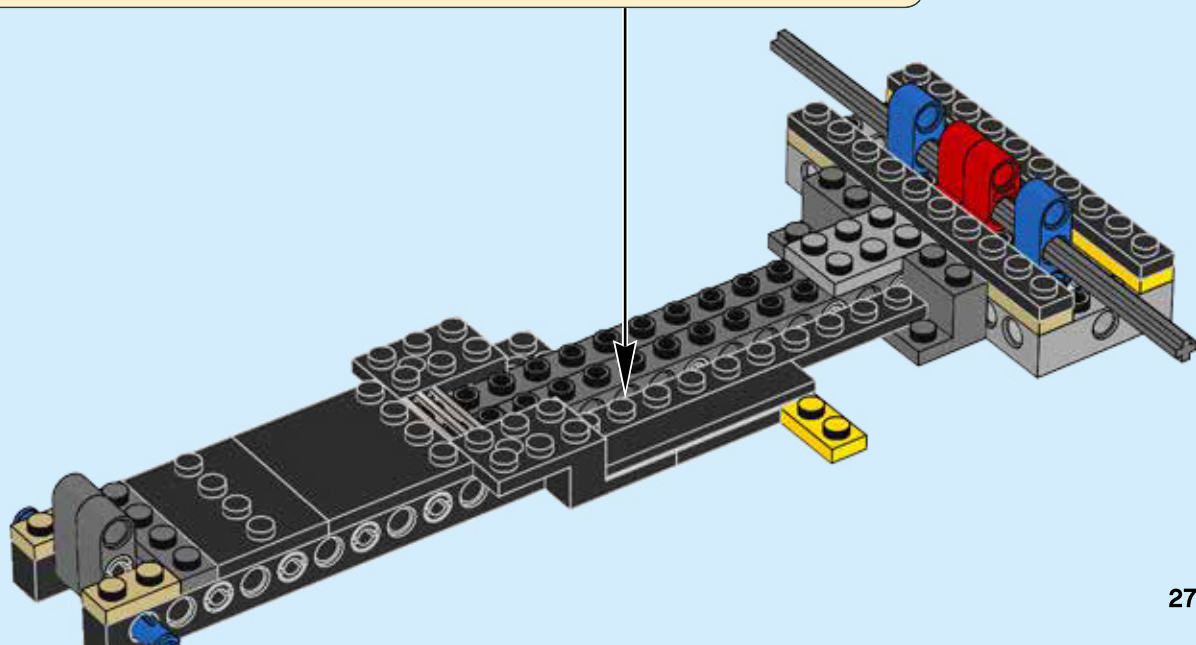
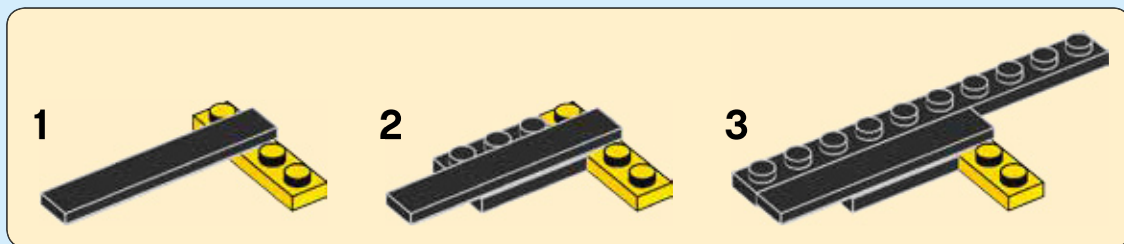


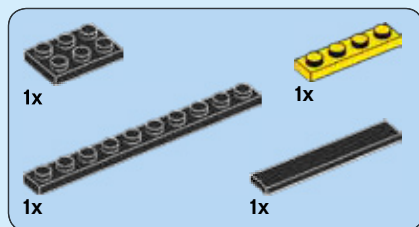
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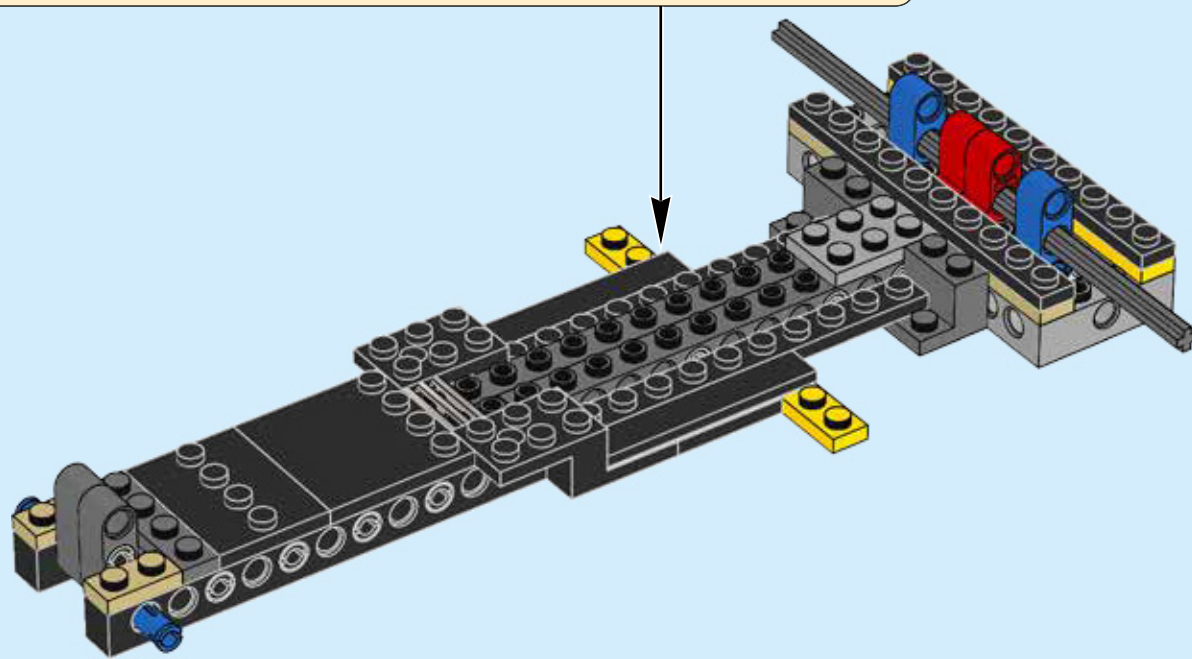
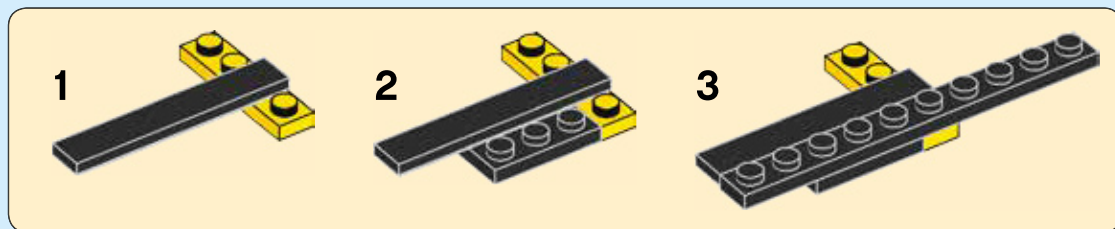


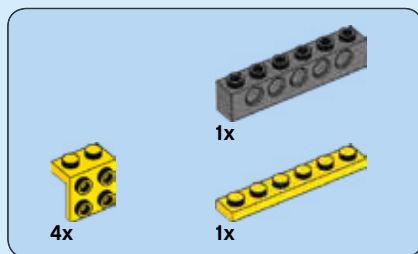
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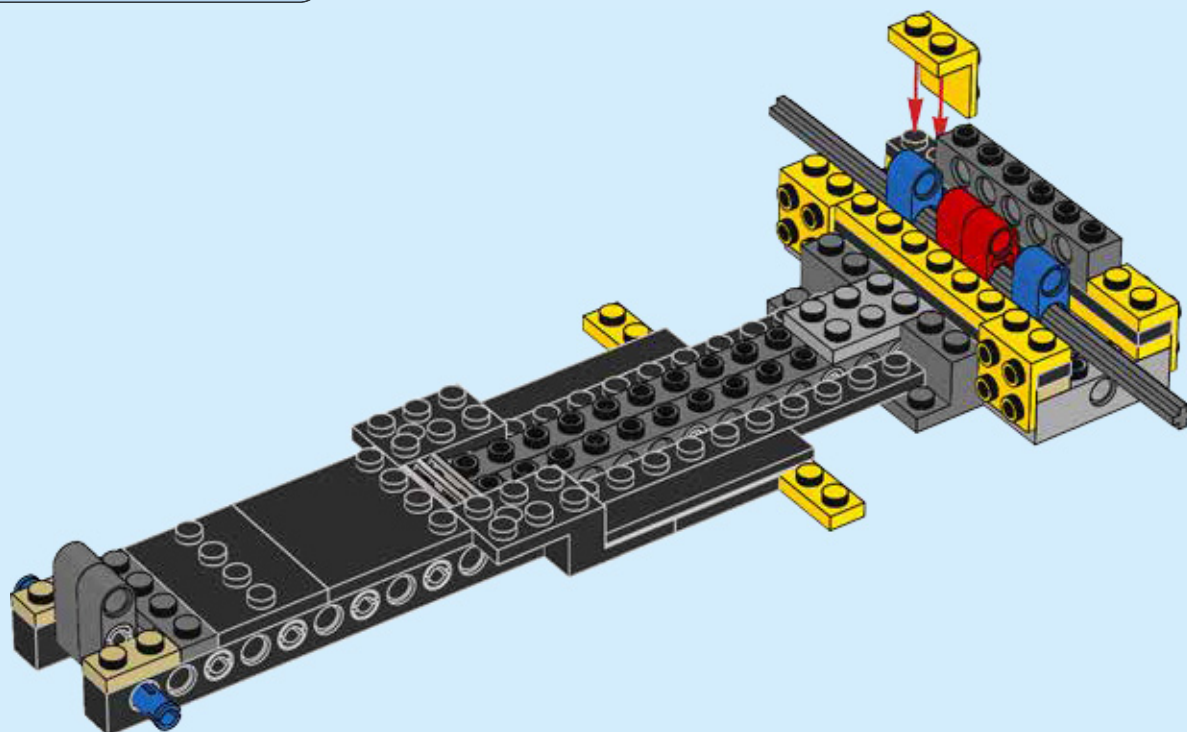


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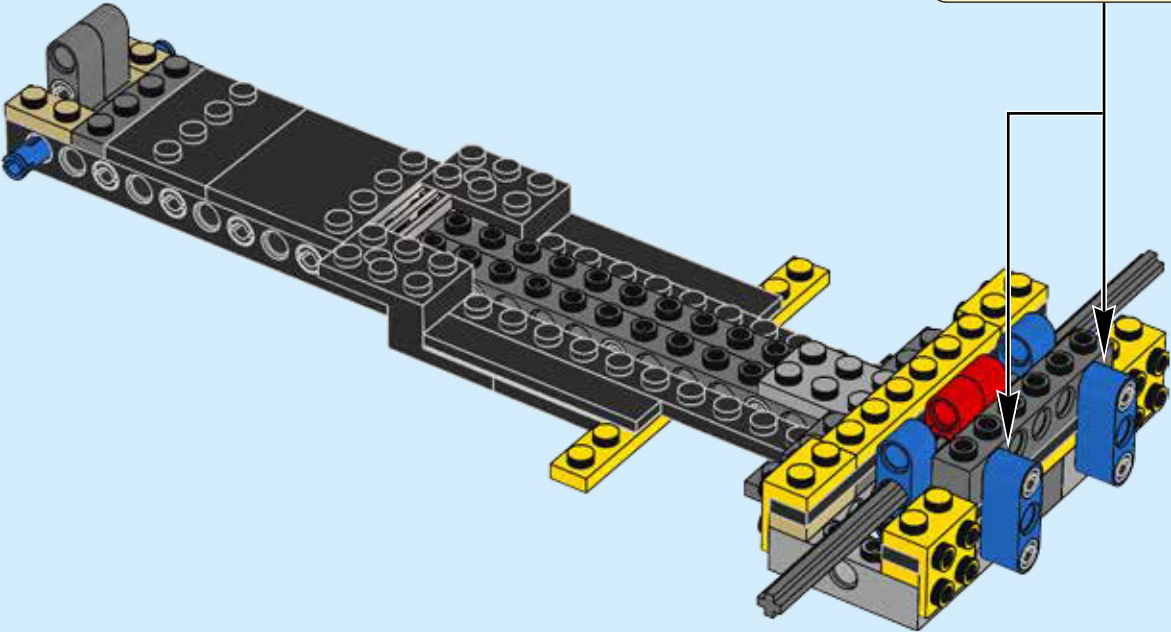
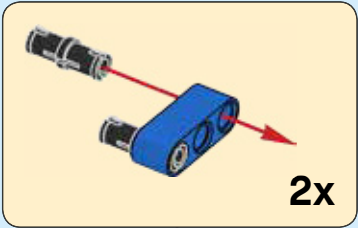


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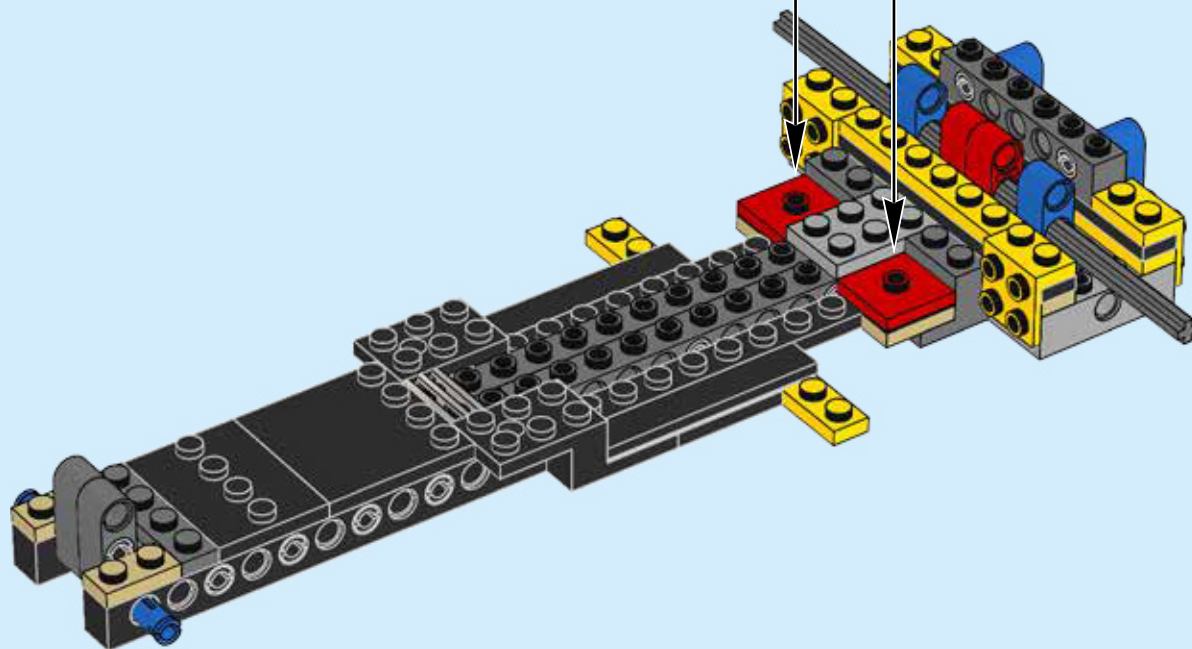
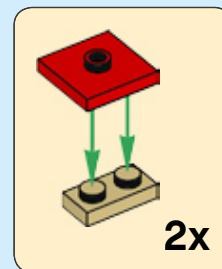


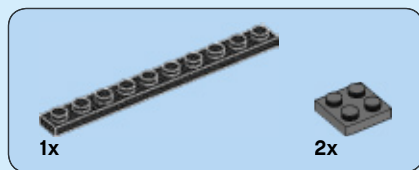
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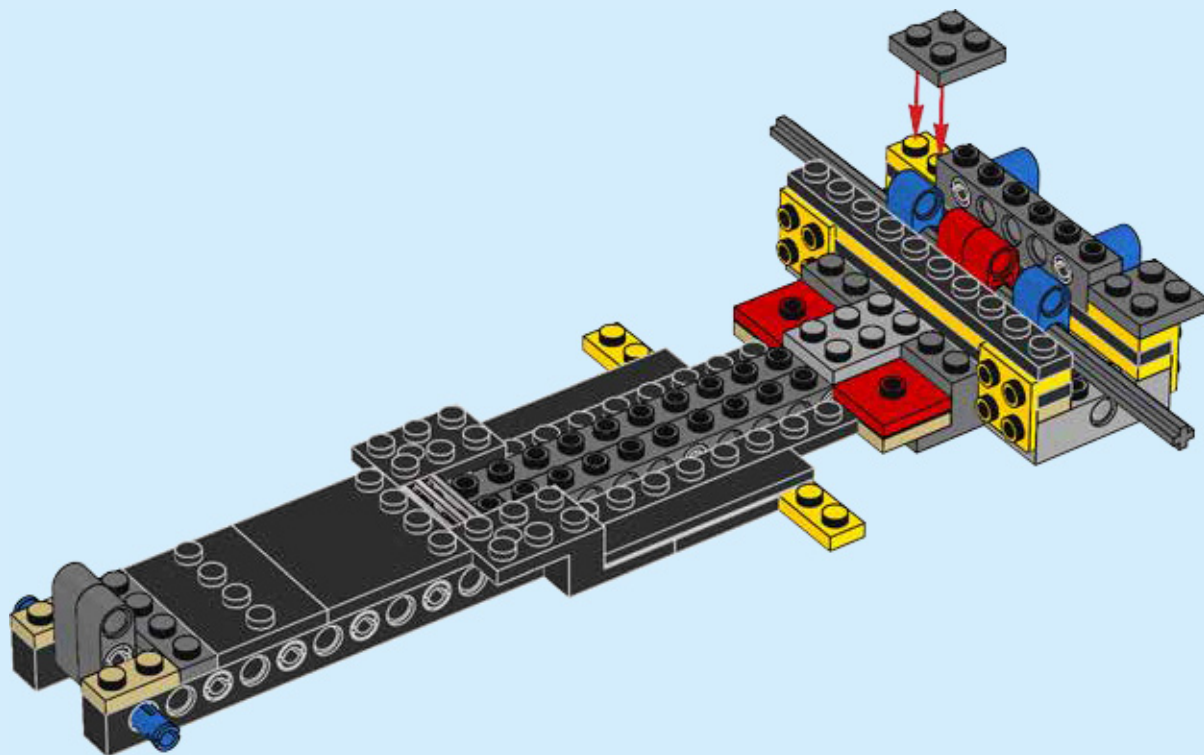


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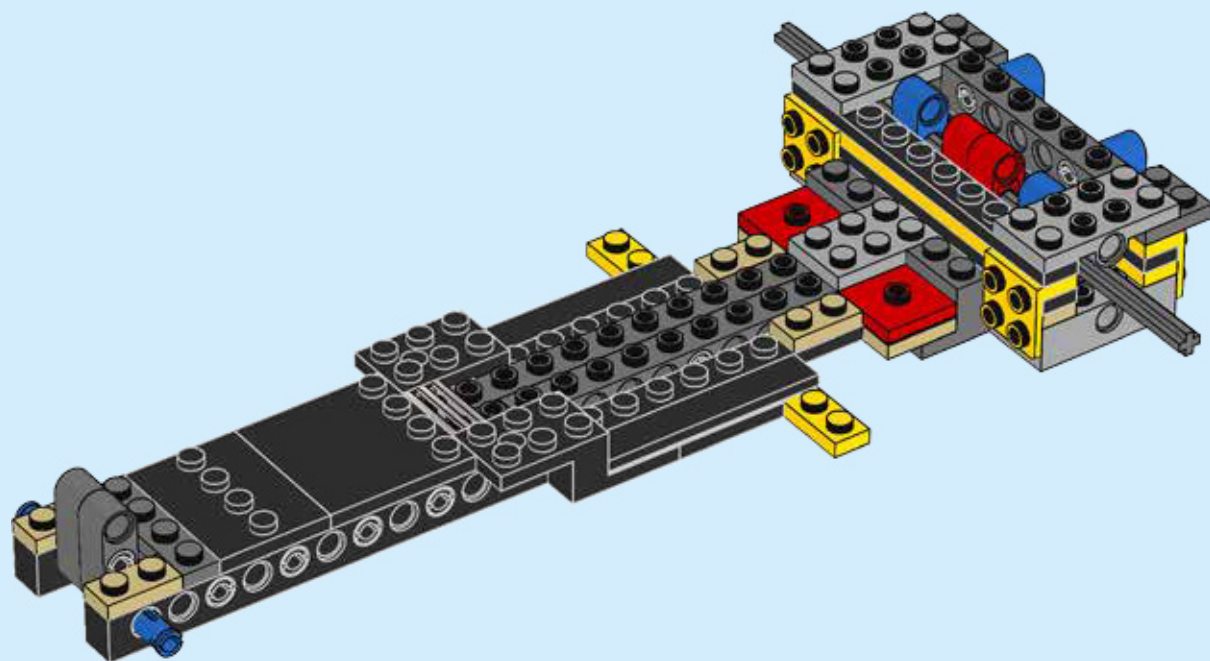


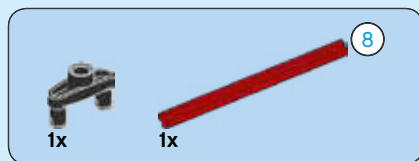
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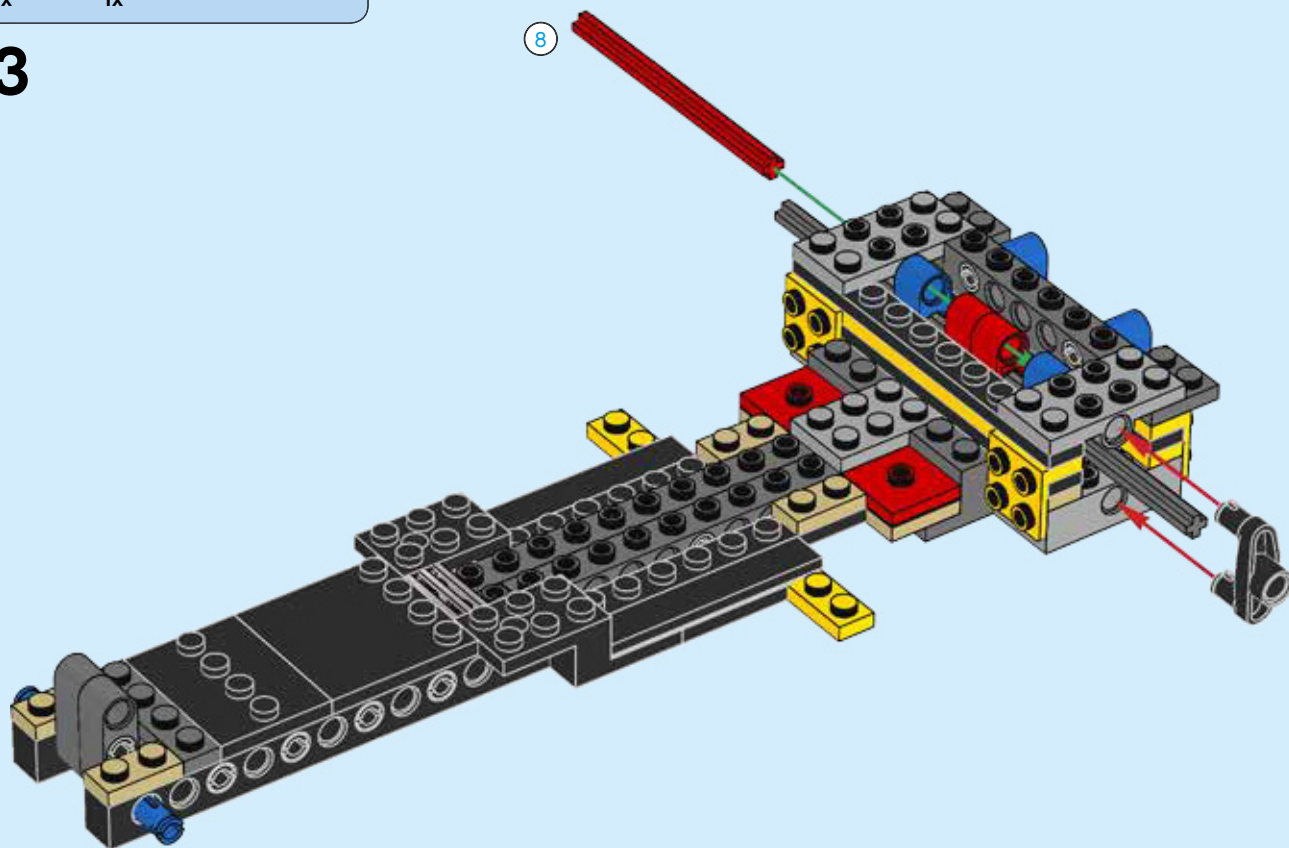


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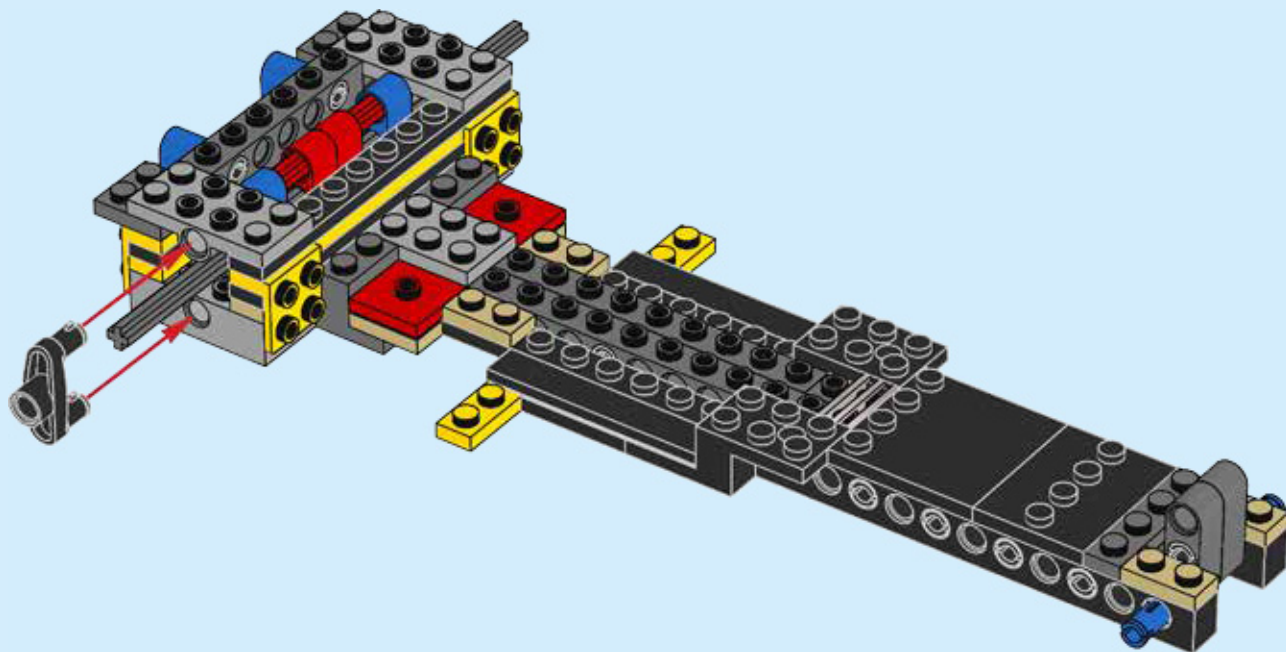
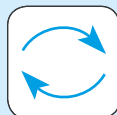


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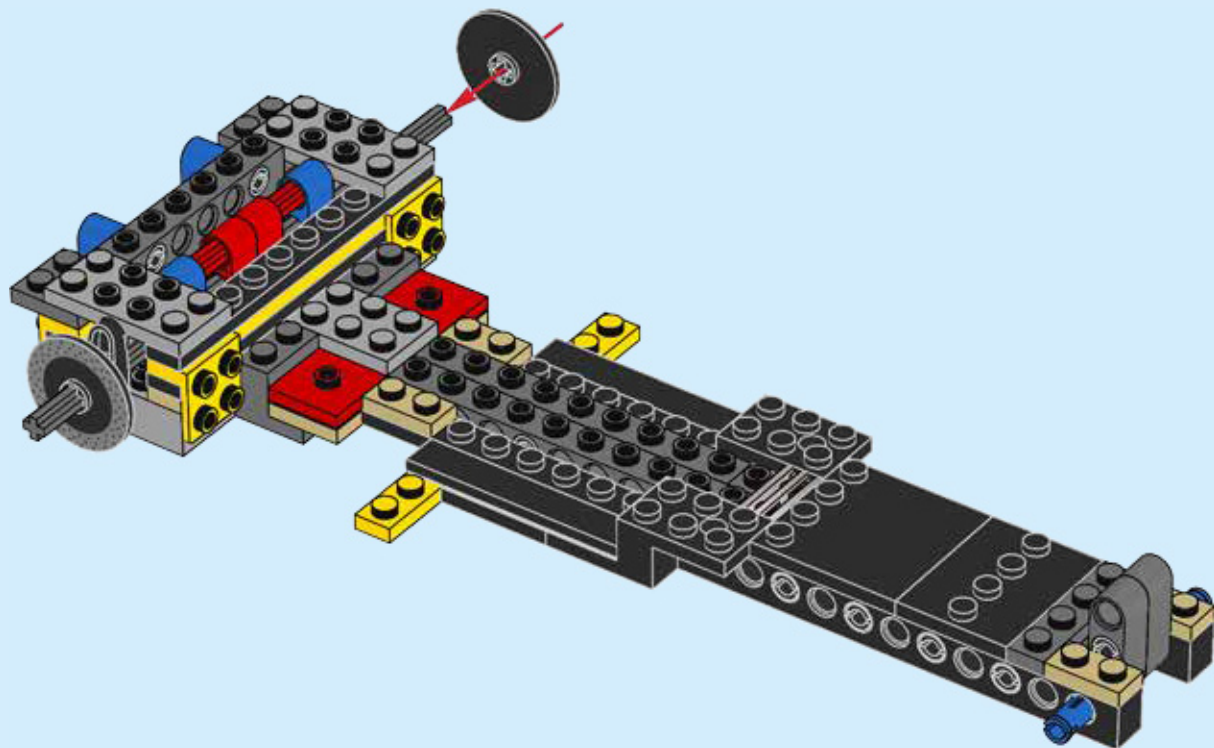
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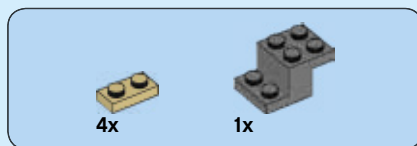




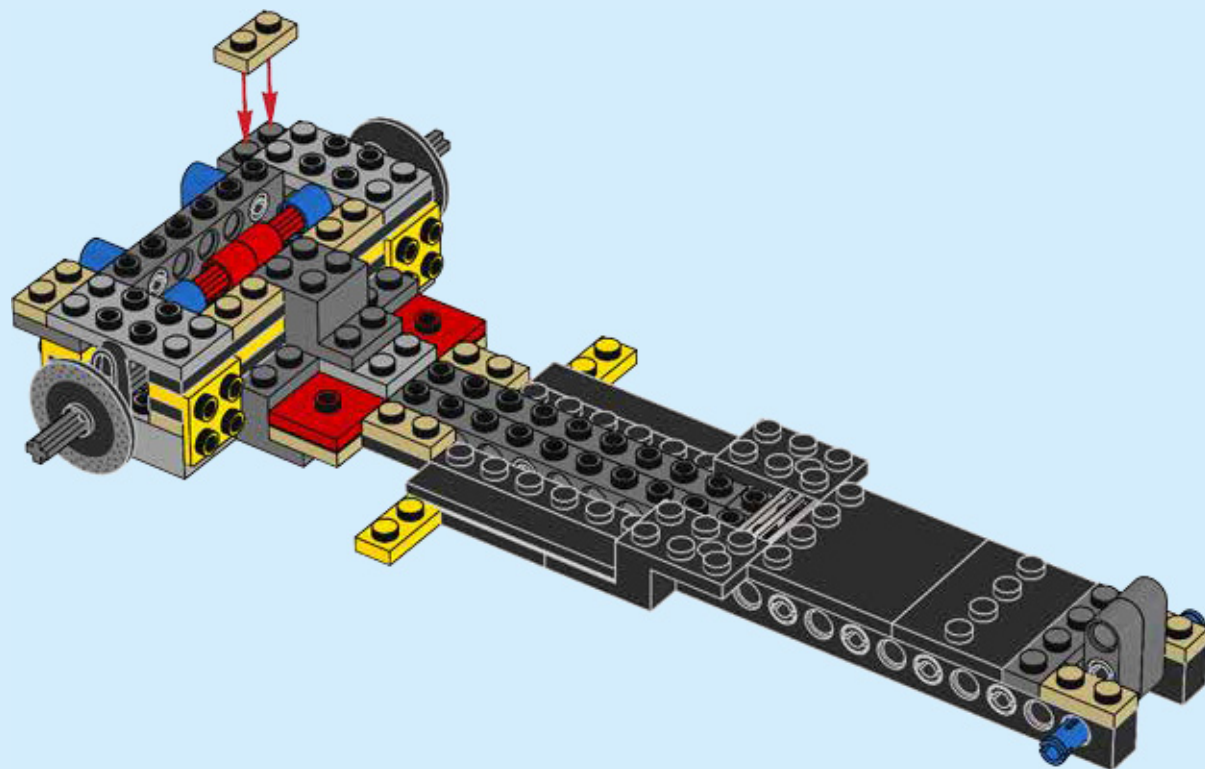
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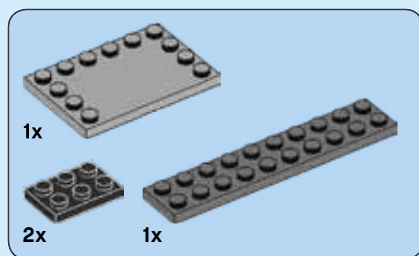
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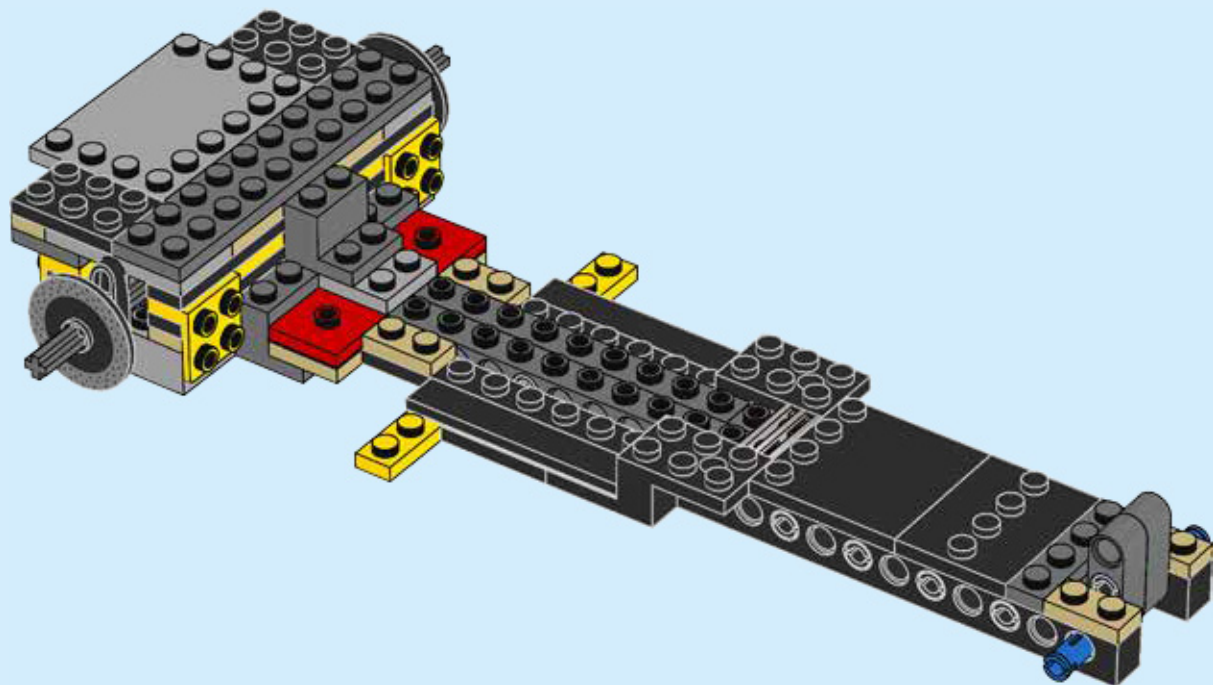


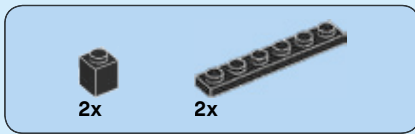
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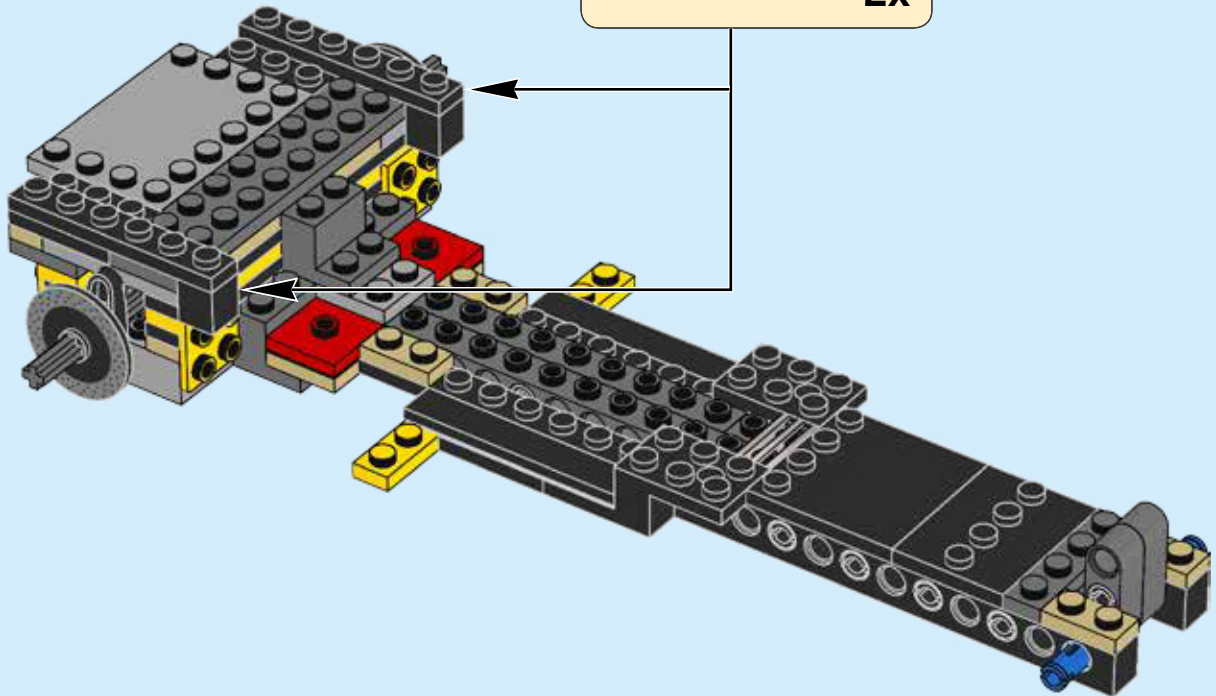
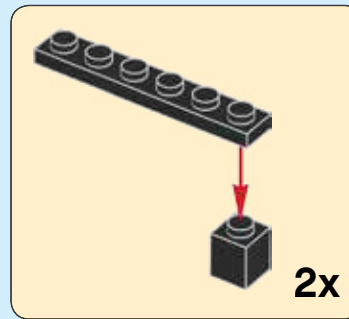


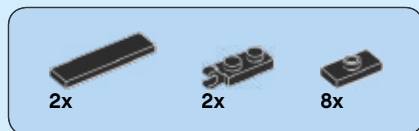
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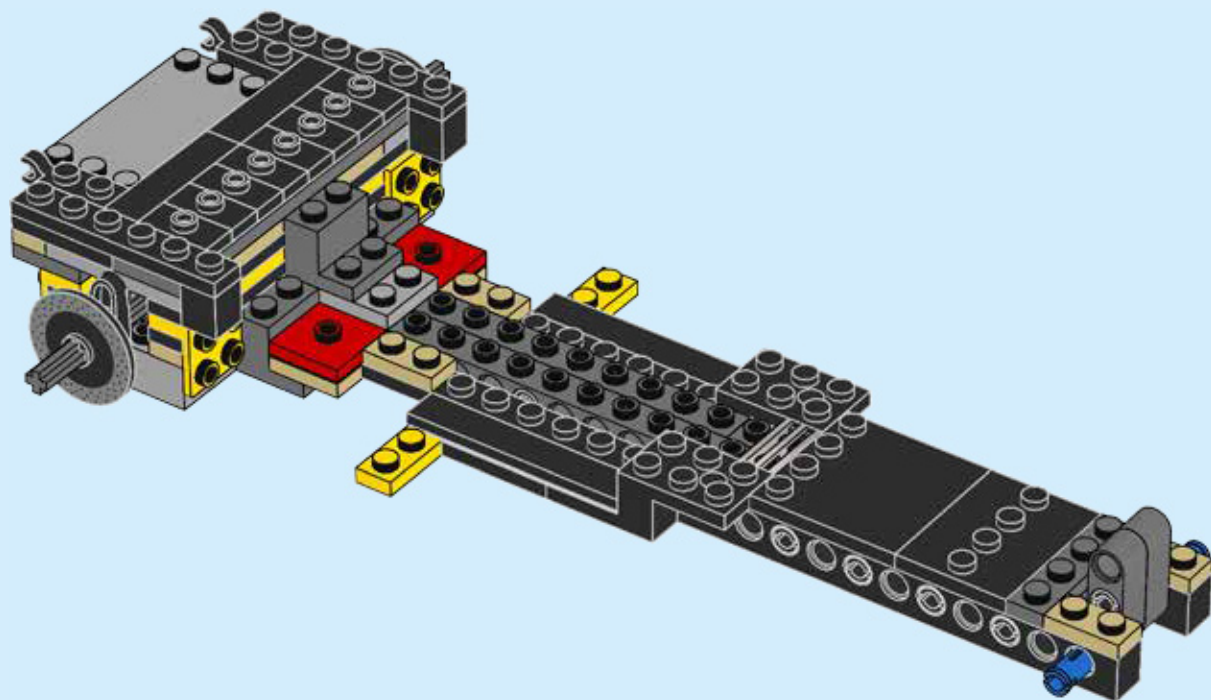


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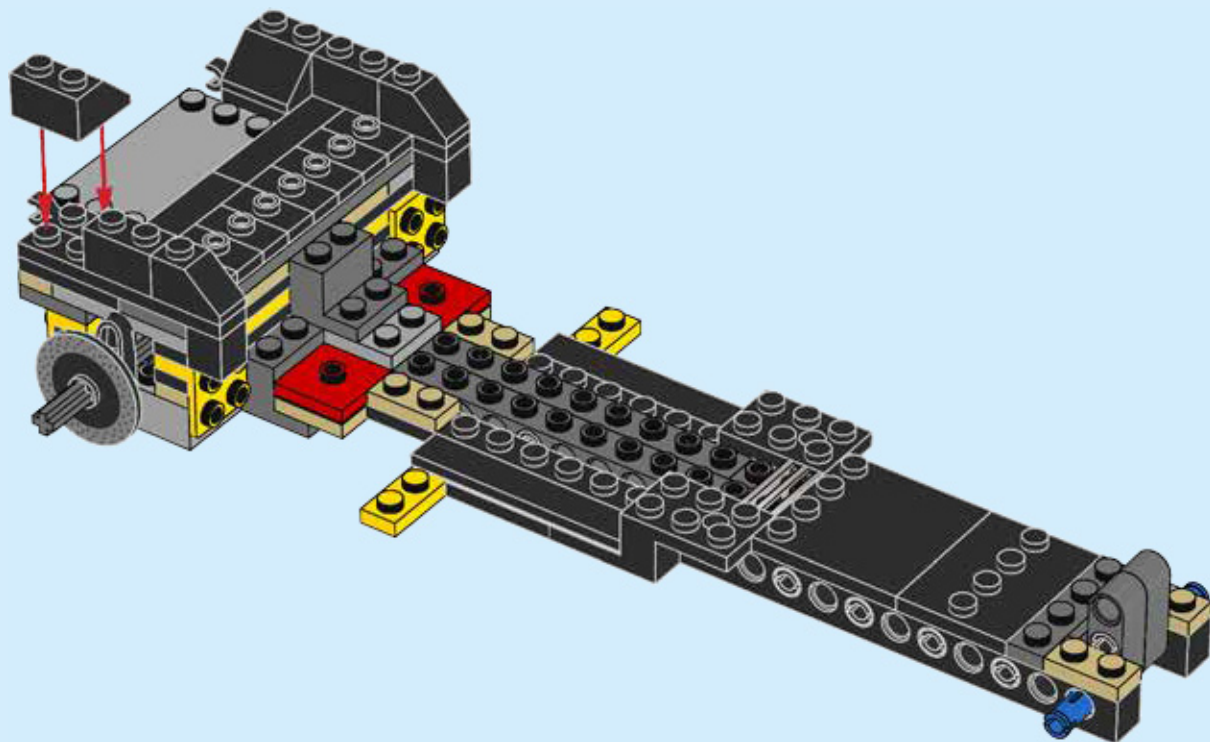


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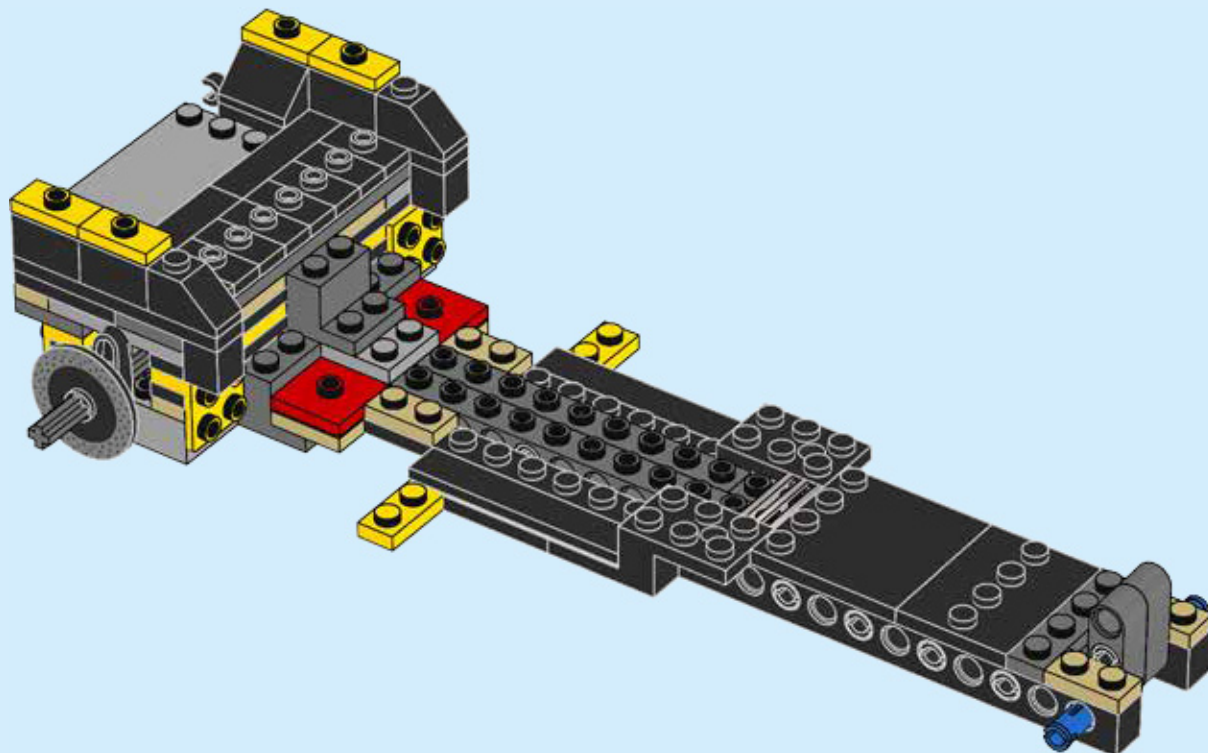
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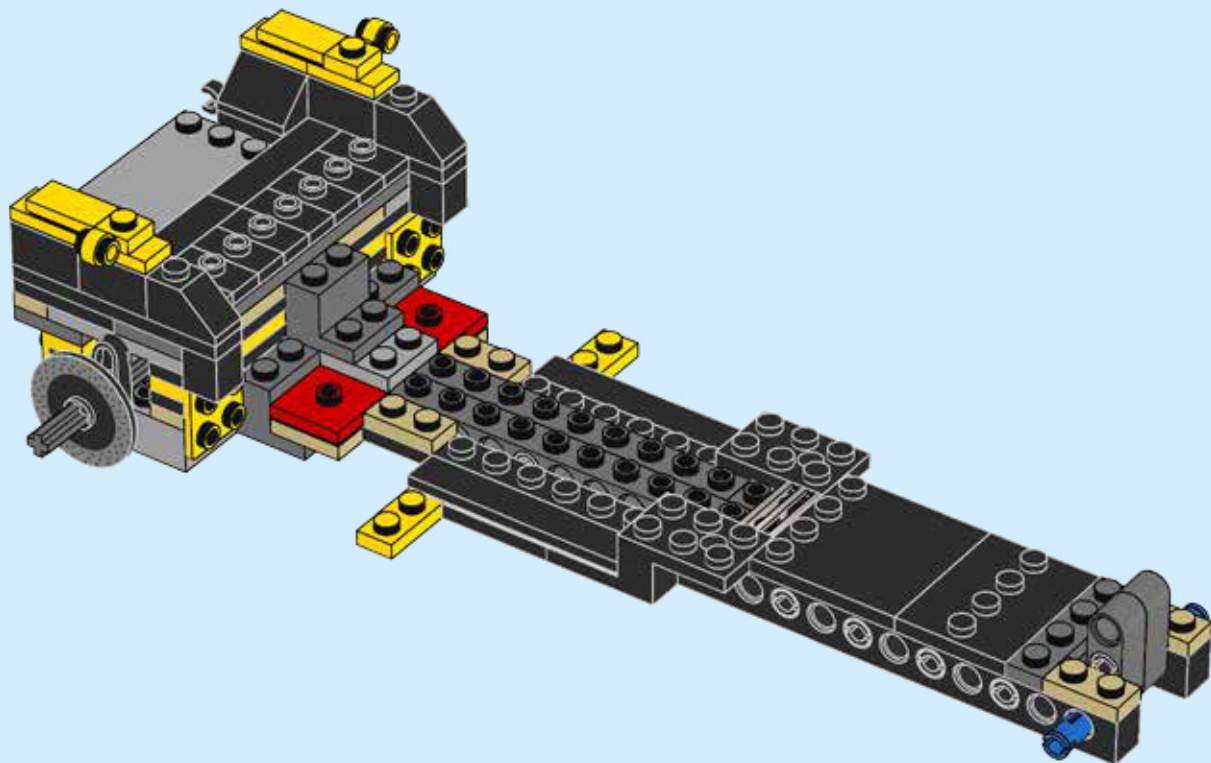


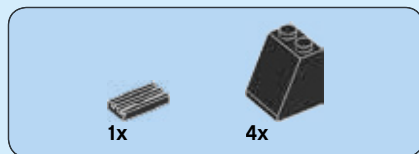
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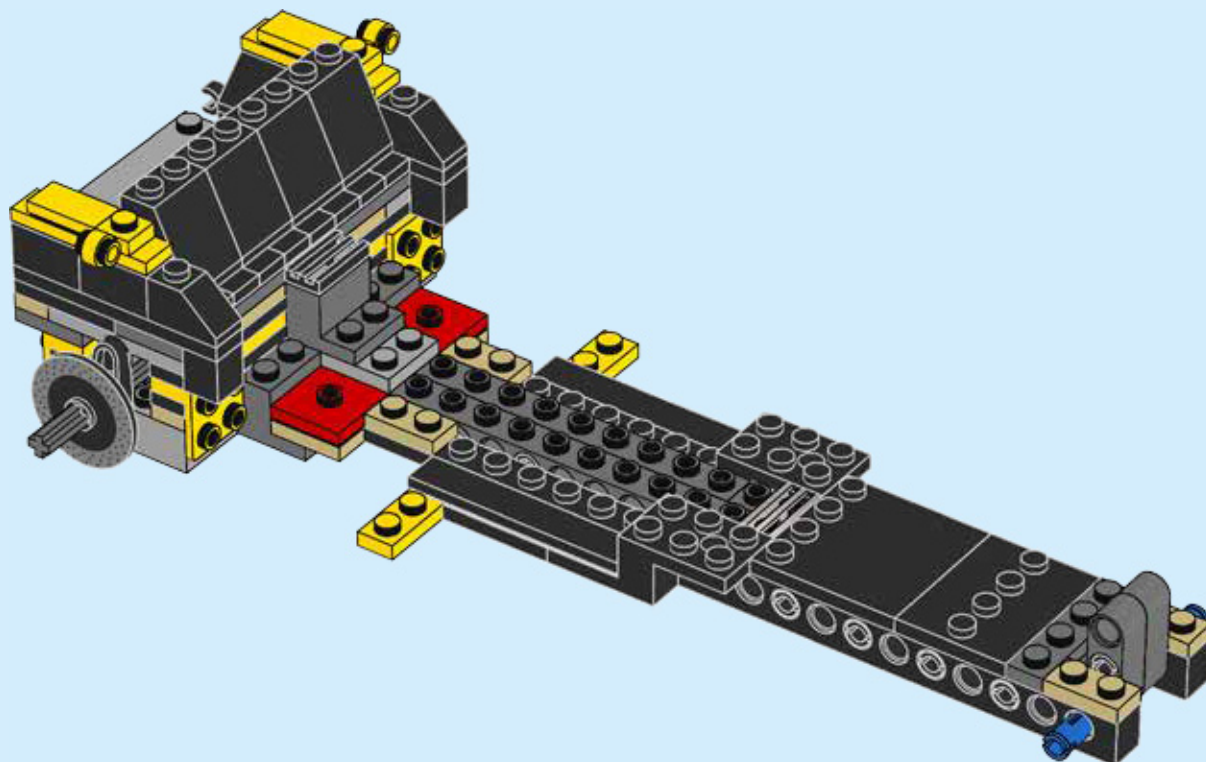
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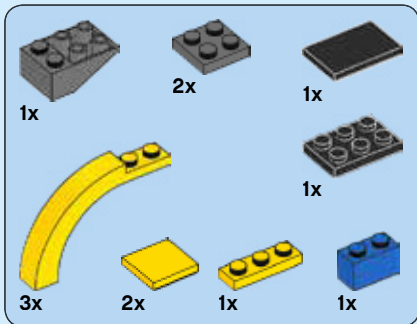
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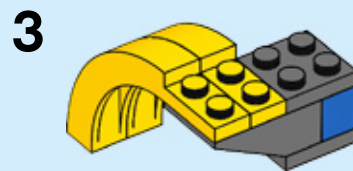
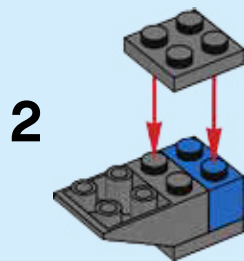
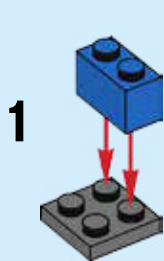


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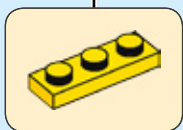




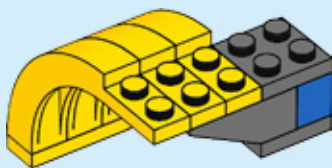
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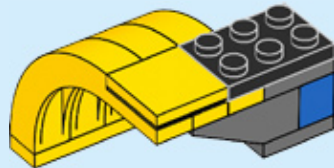
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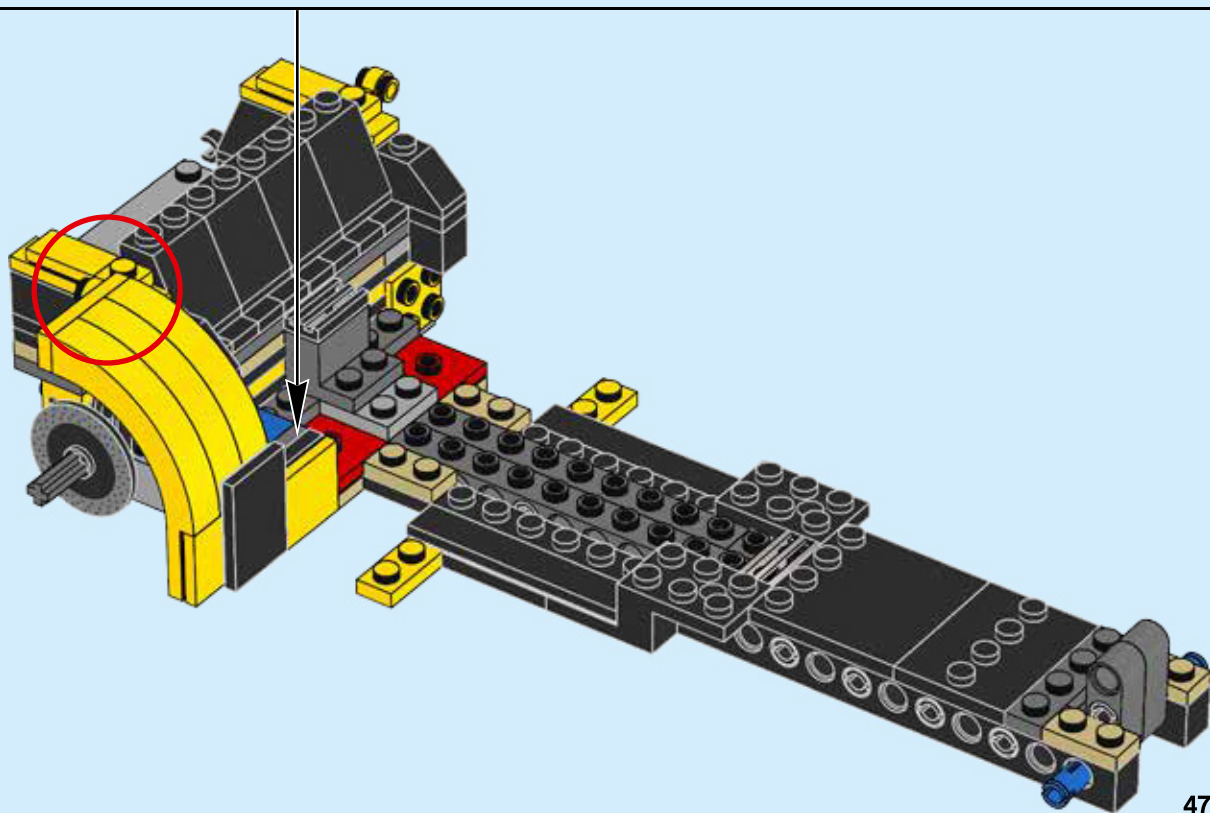
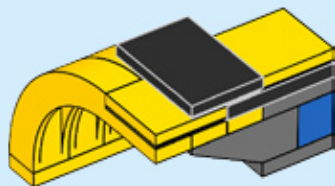
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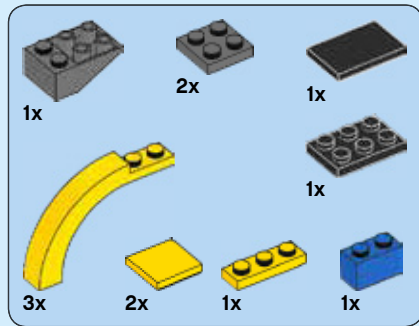


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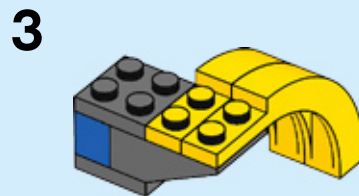
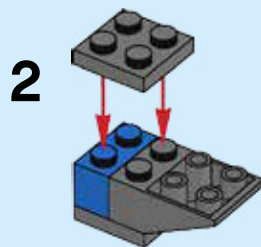
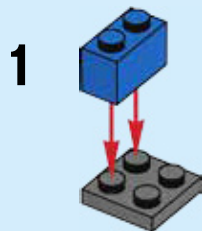


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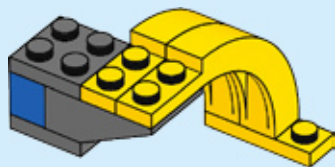




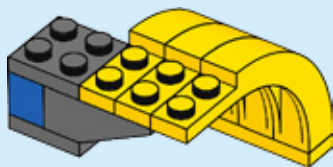
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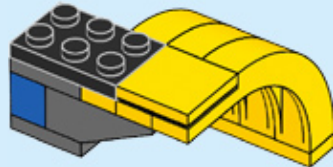
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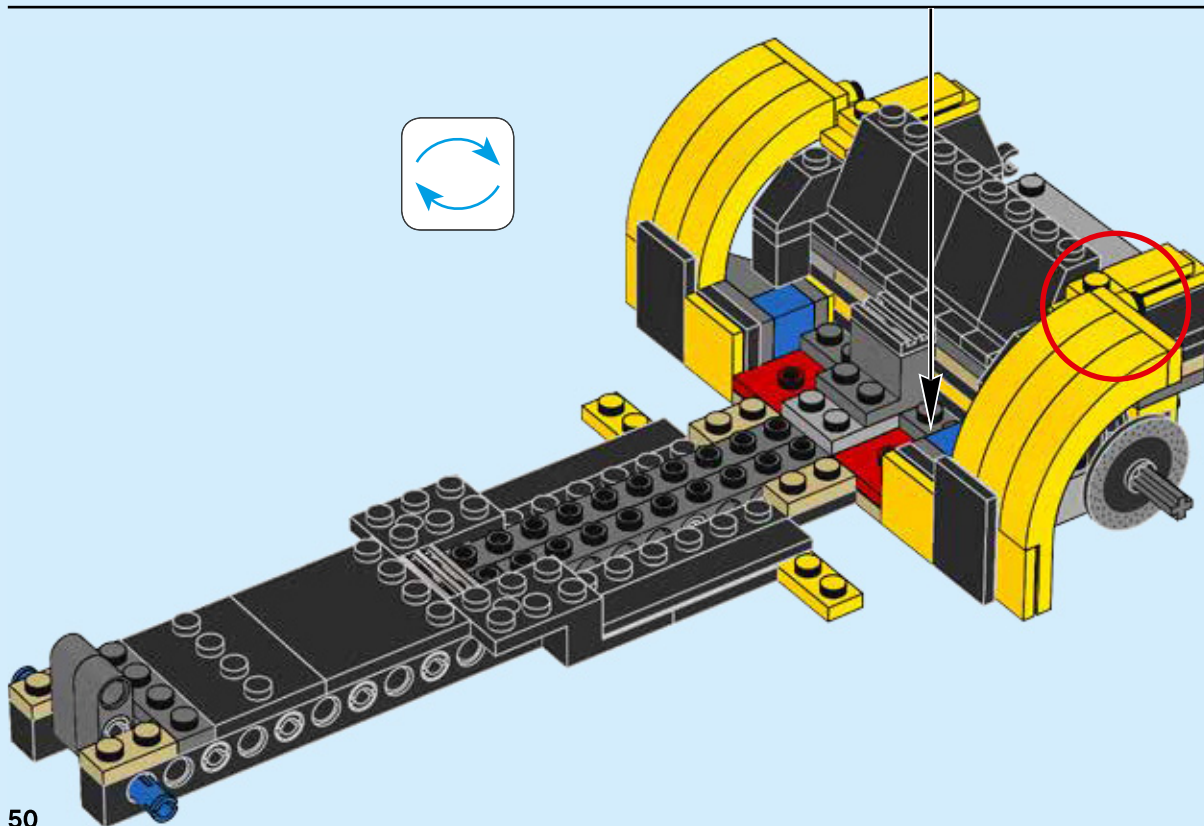
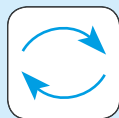
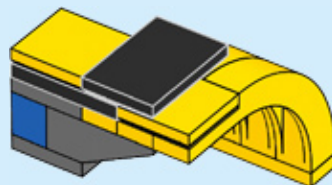
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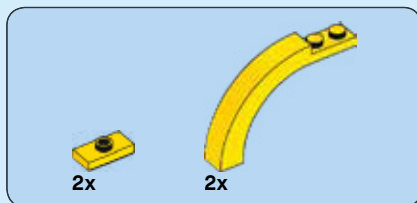


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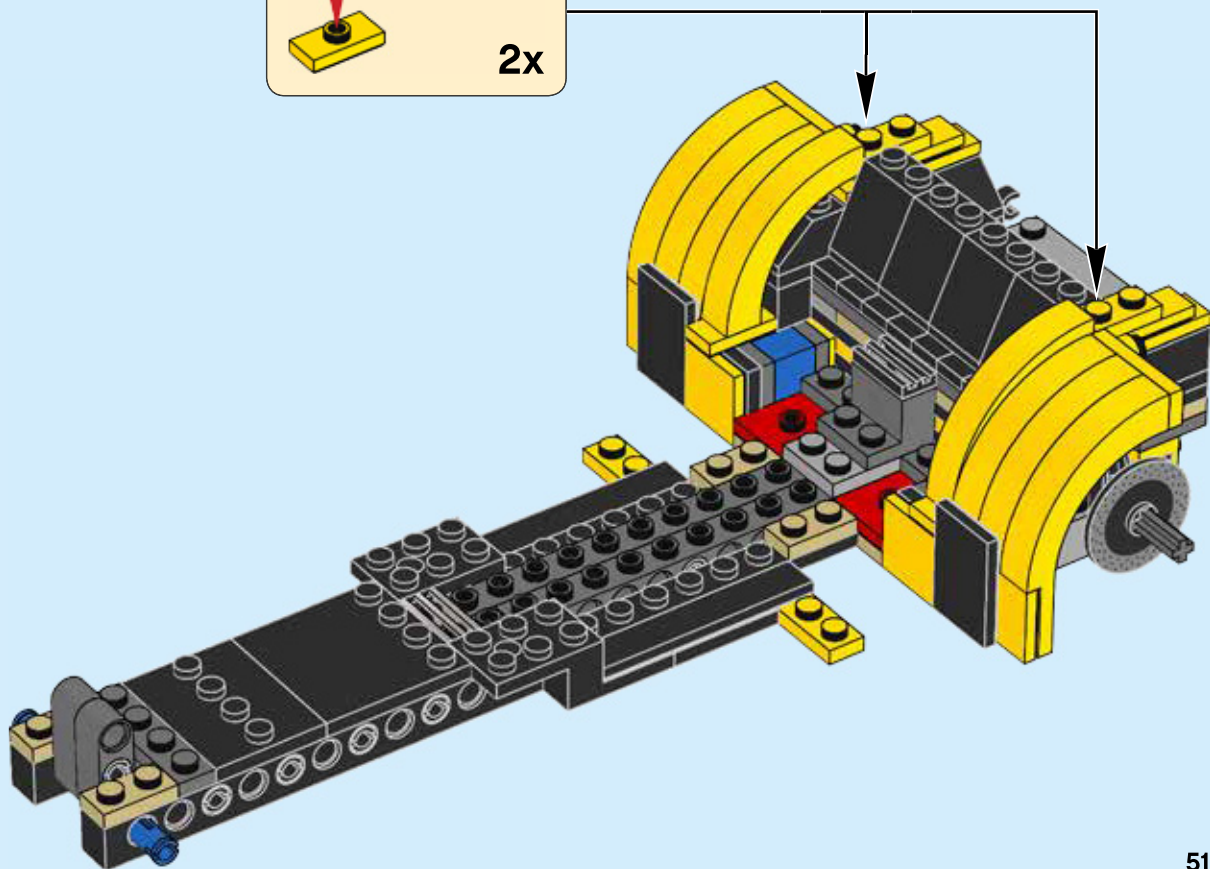
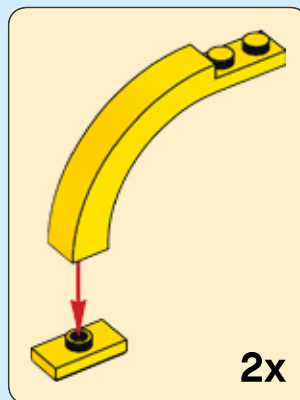


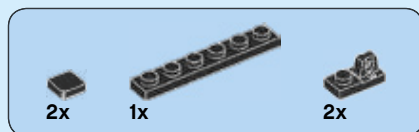
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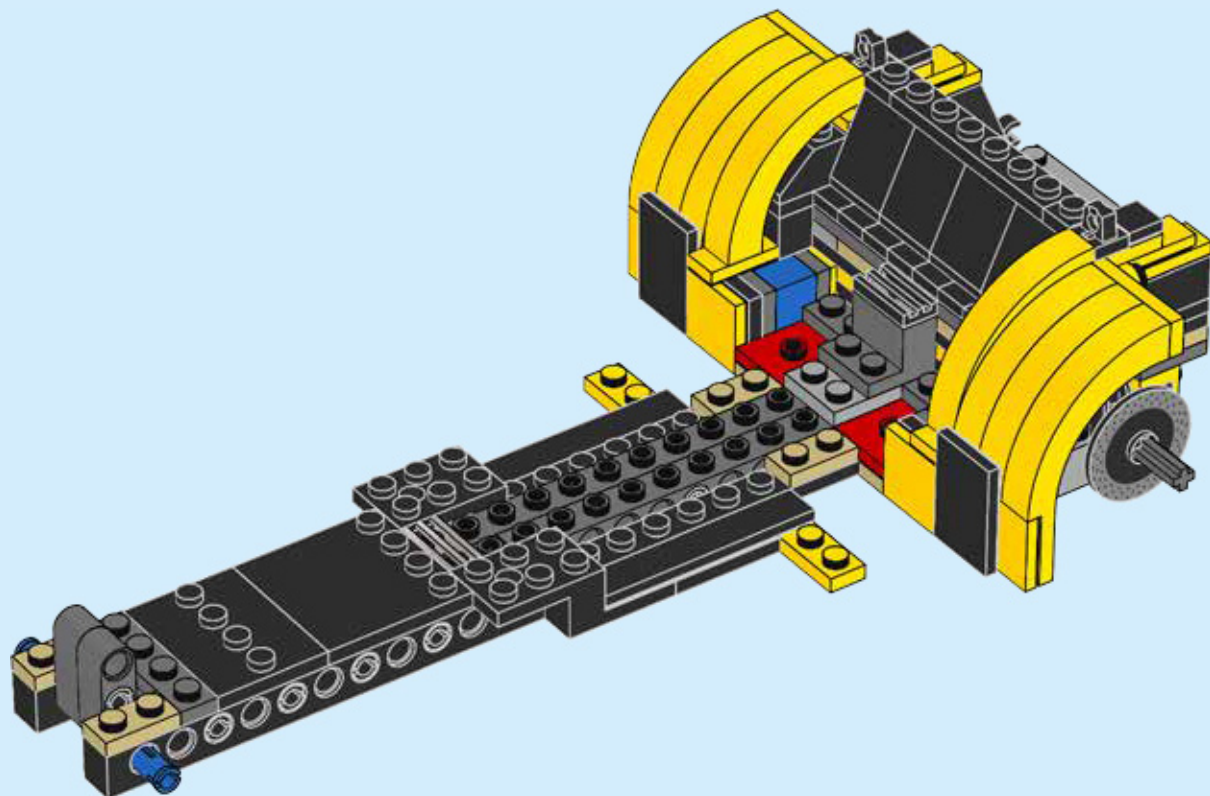


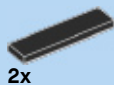
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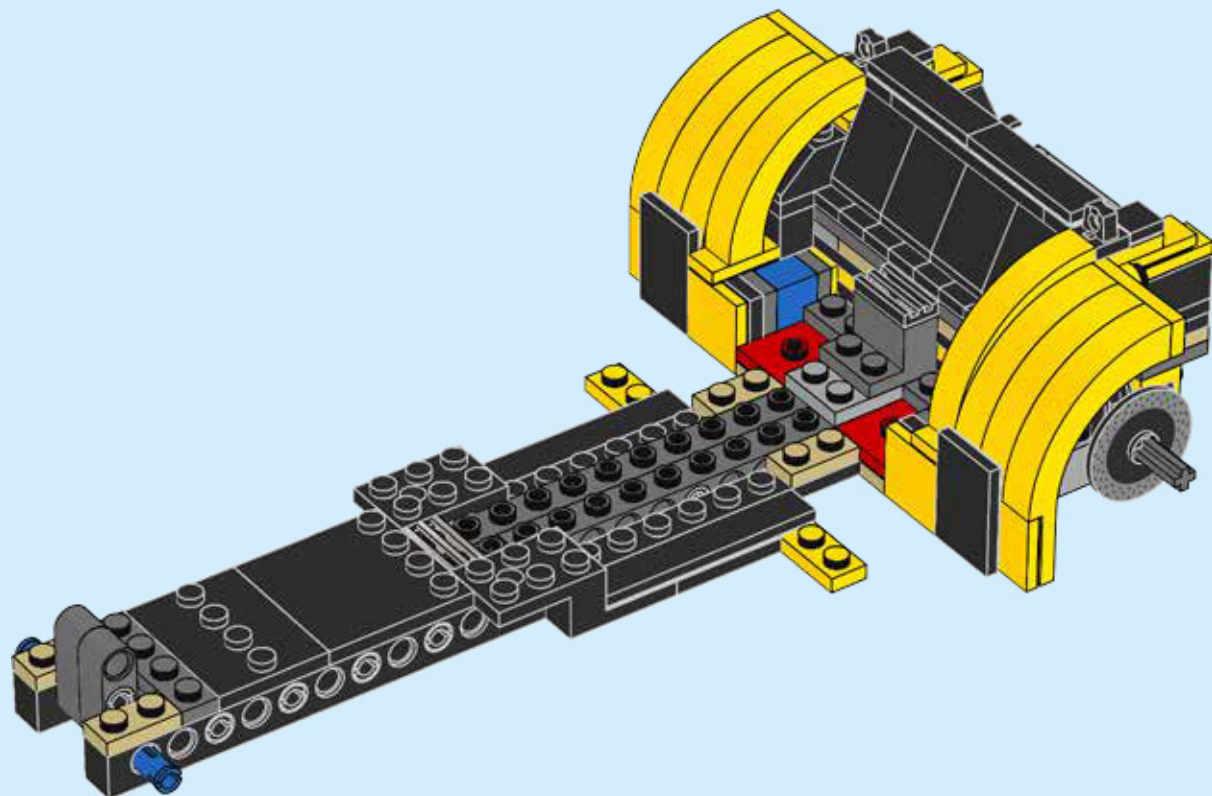
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2x

38



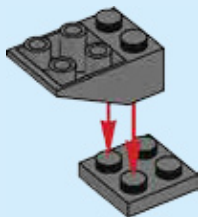


1x



1x

39



2x

40

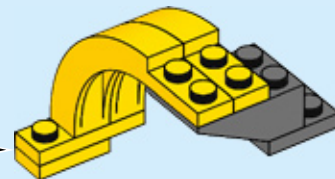
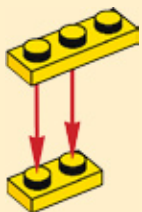


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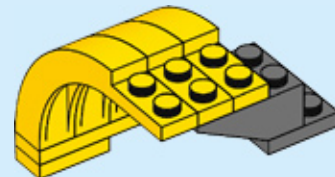
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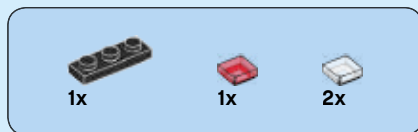
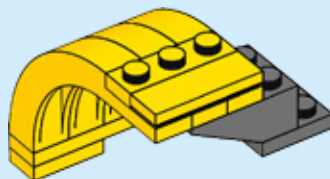
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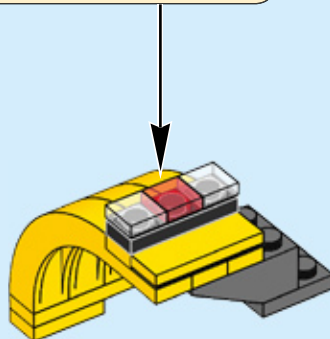
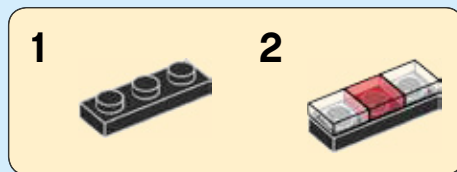




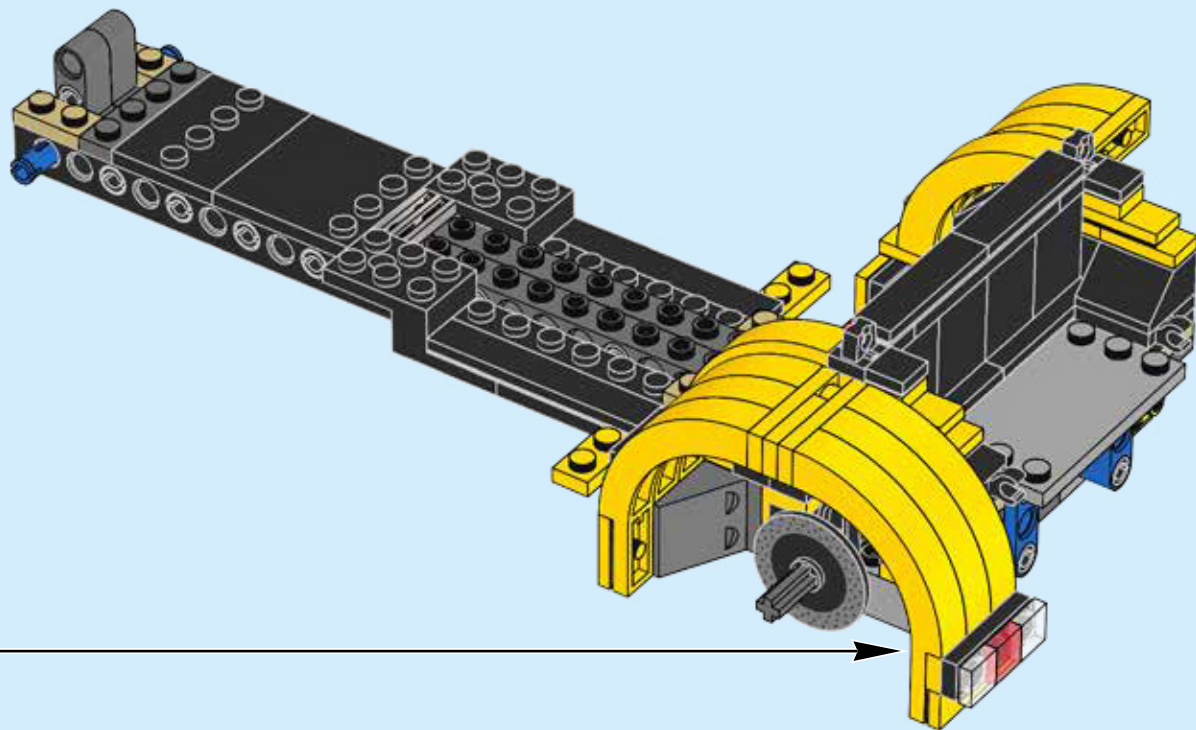
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44



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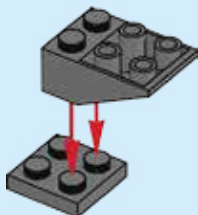


1x



1x

46



2x

47

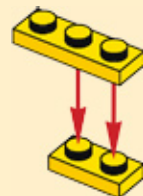
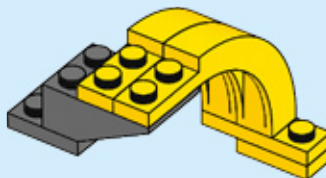


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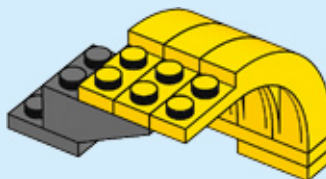
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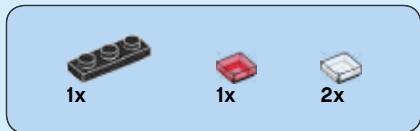
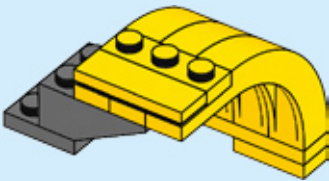
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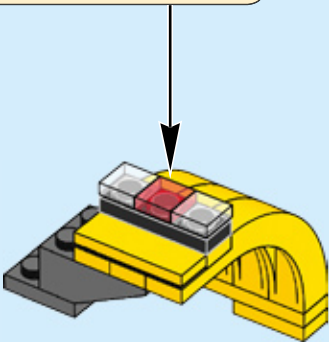
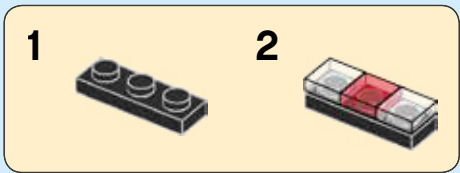




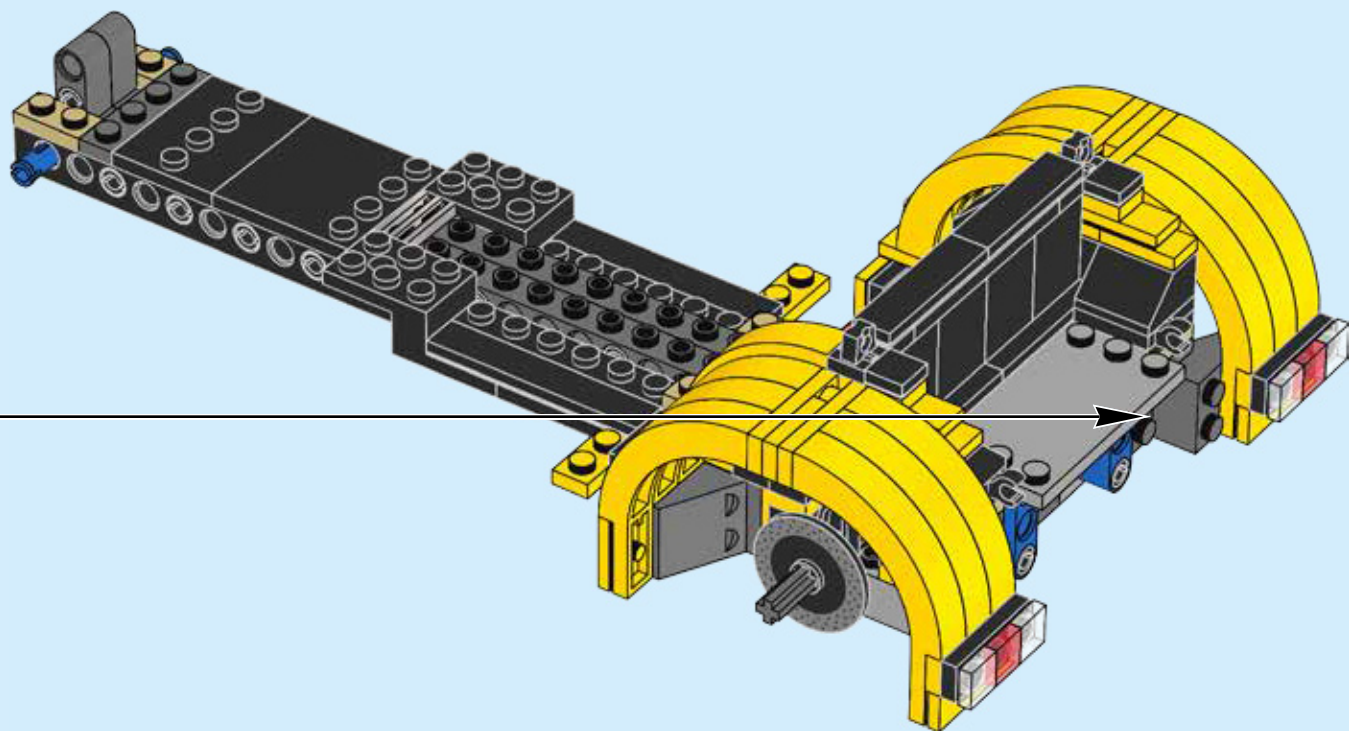
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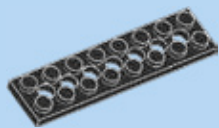


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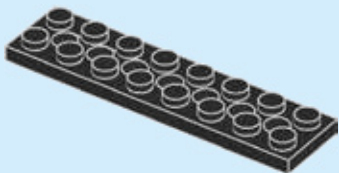
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1x

53



1x

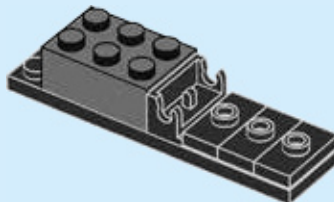


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3x

54



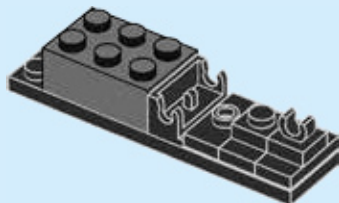


1x



1x

55



1x



1x



1x



1x



1x

56

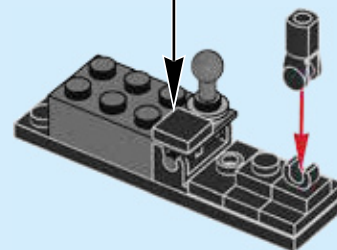
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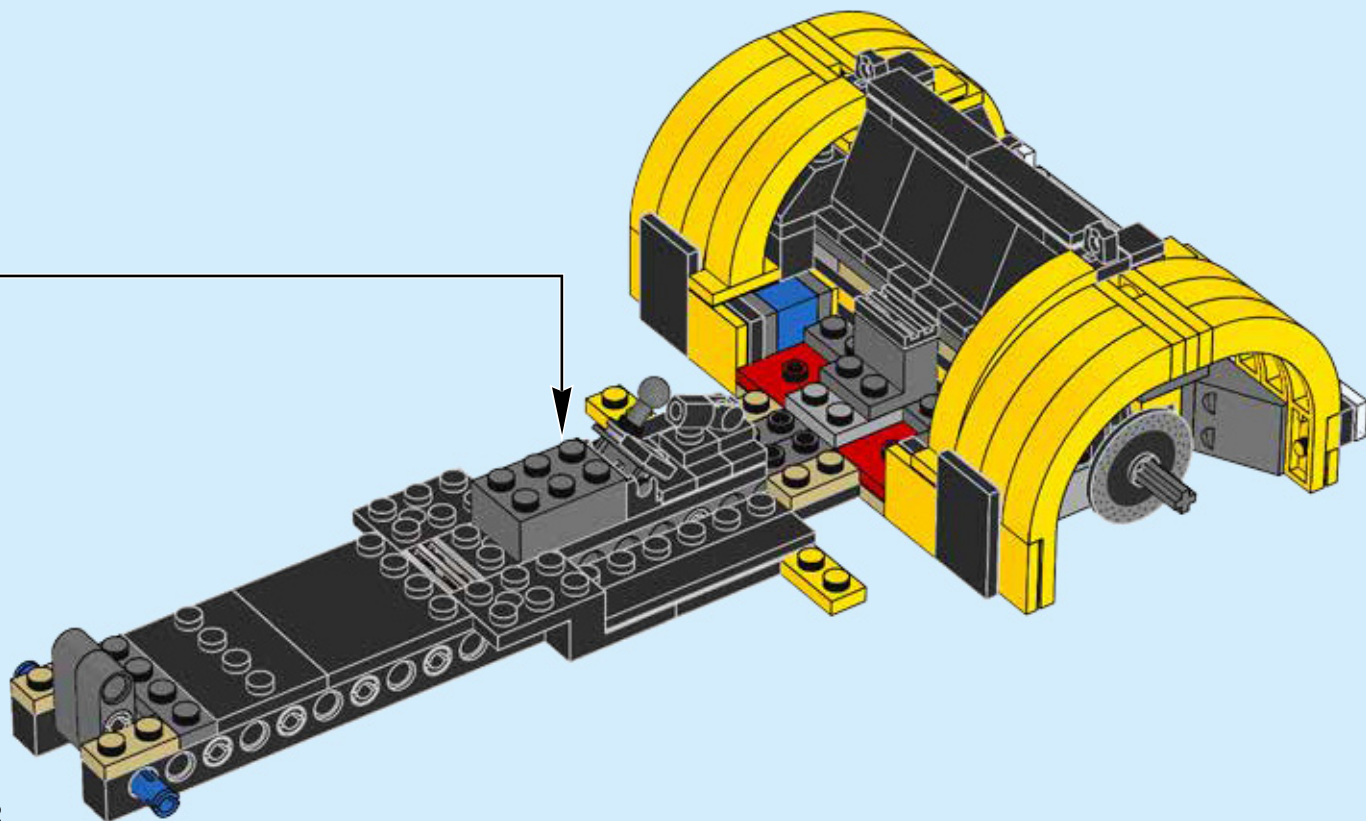
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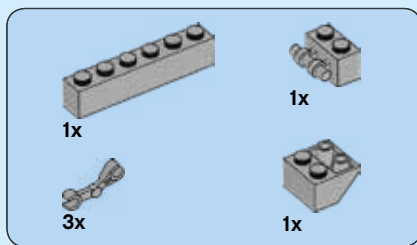


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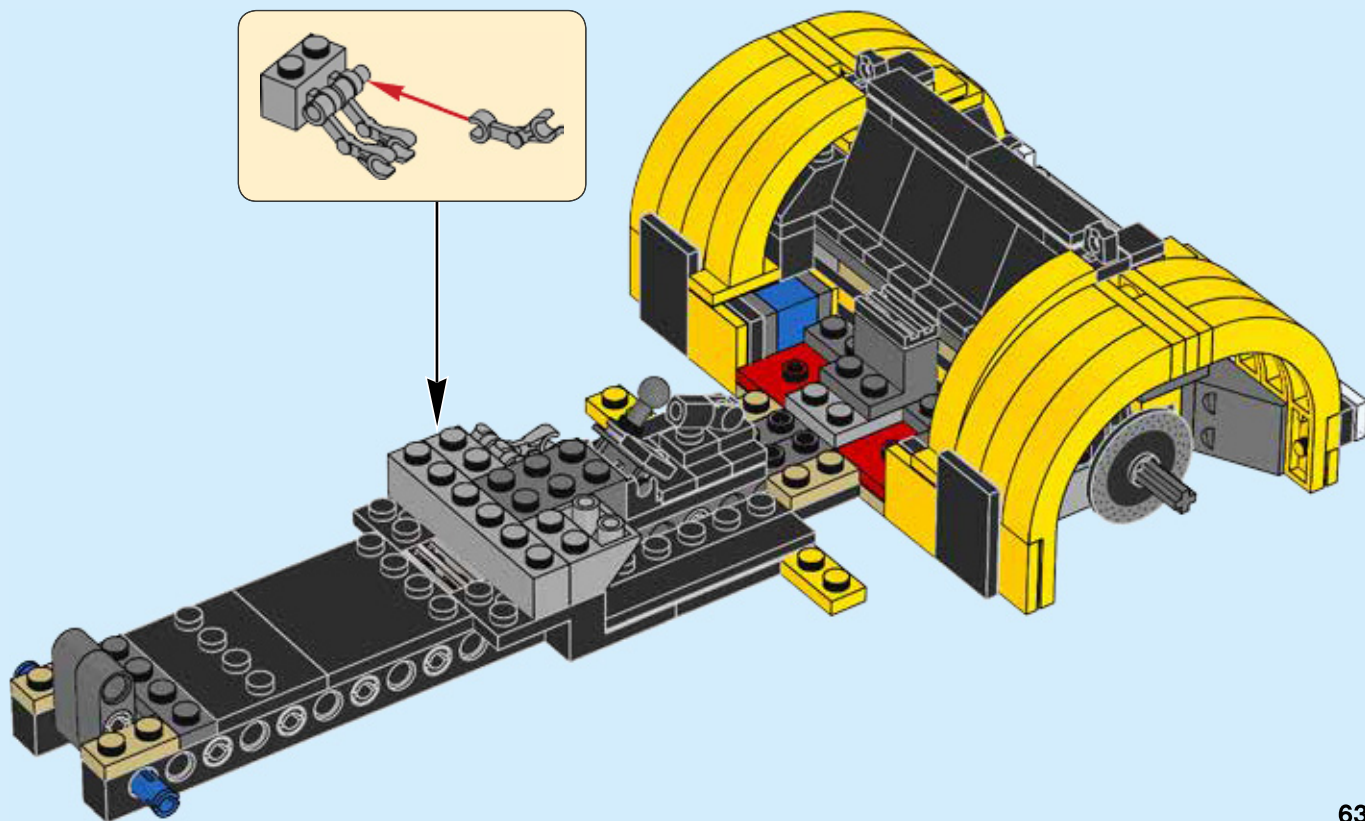


57





58





64

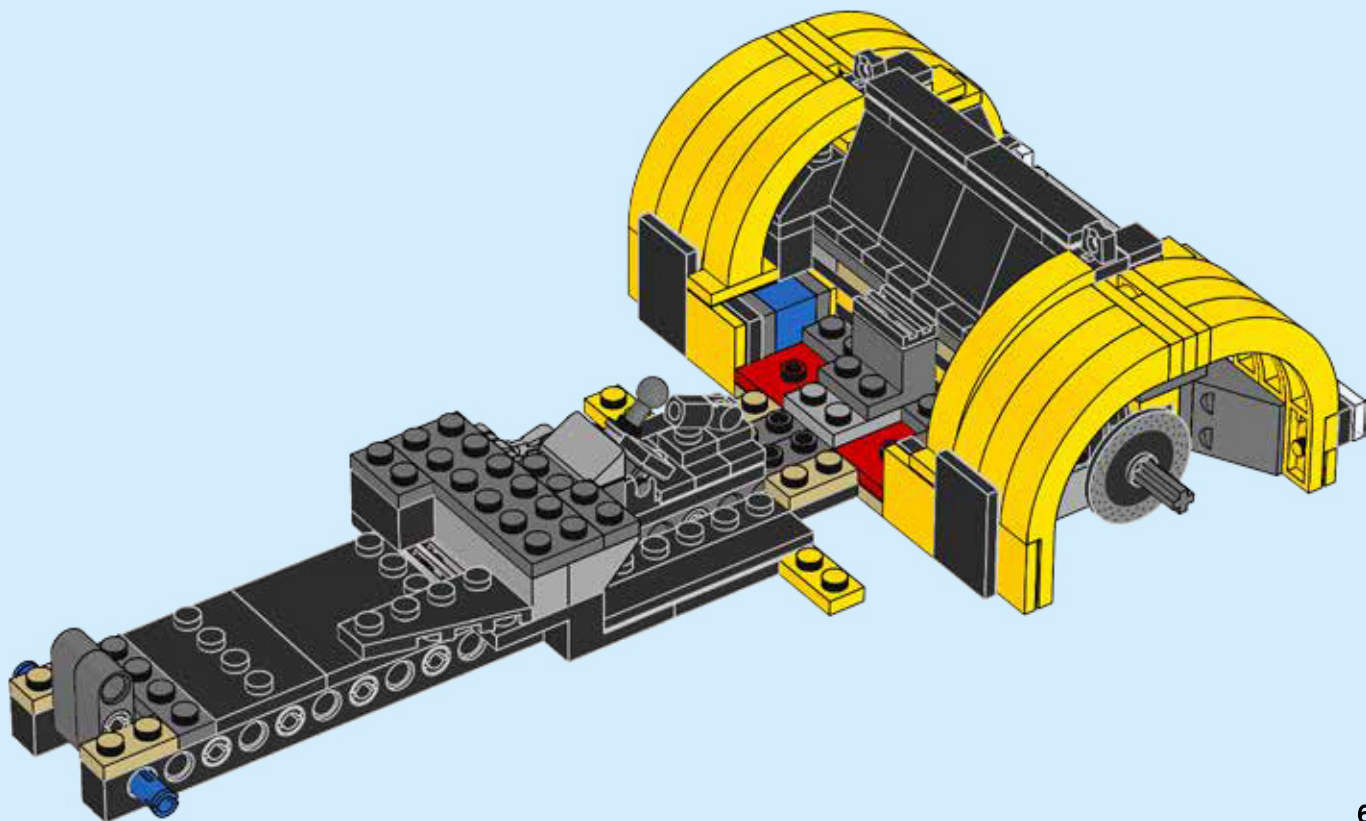


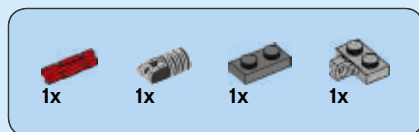
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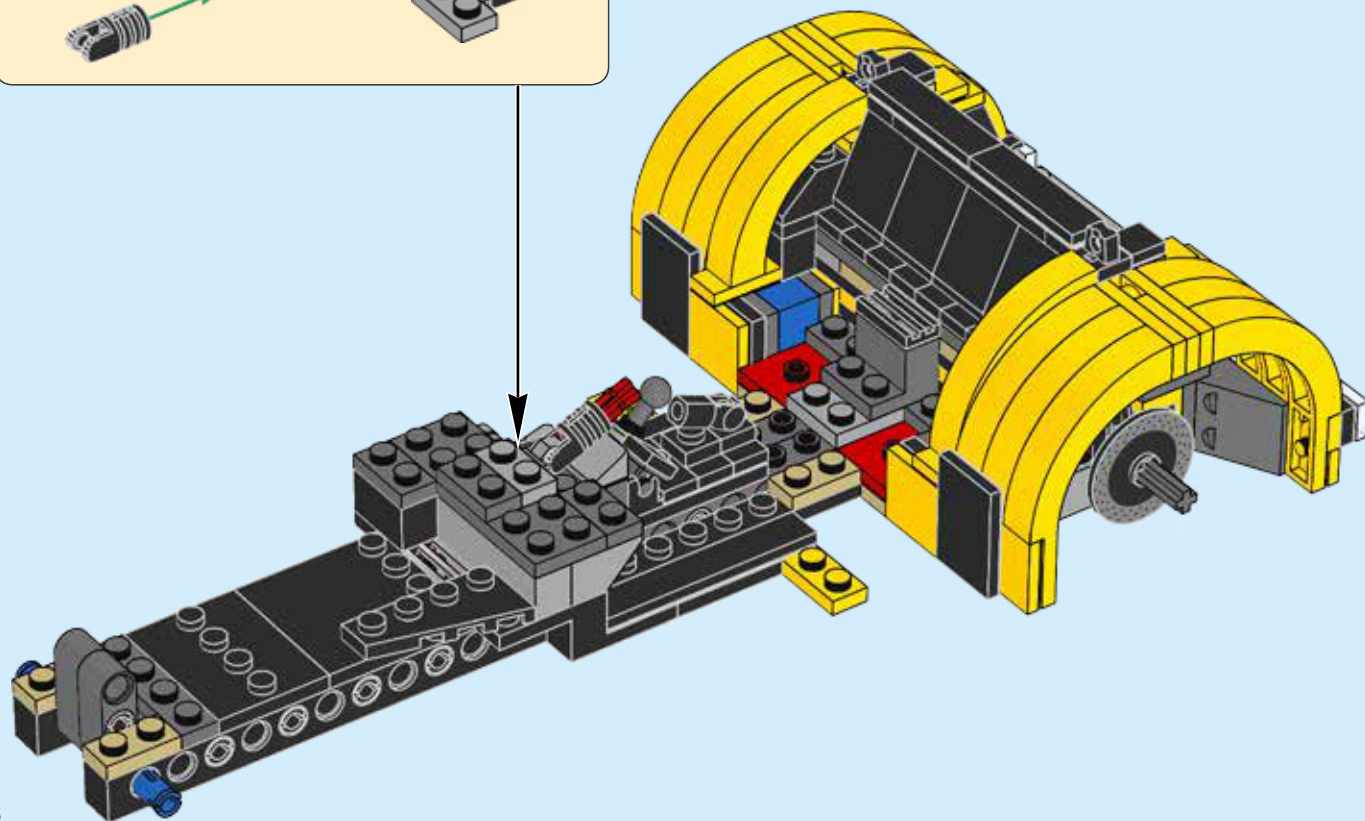
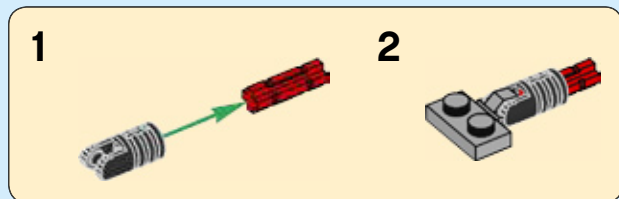
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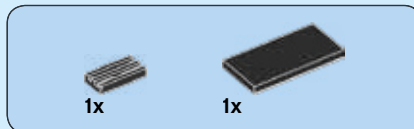
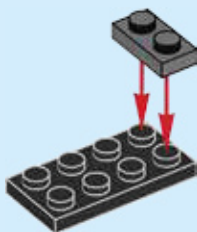


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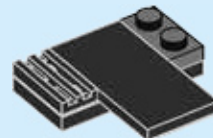




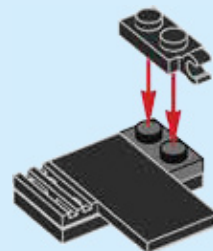
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63



64



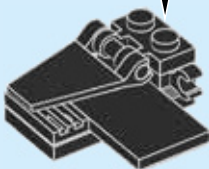
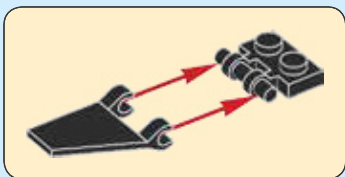


1x



1x

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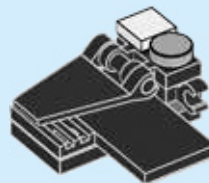


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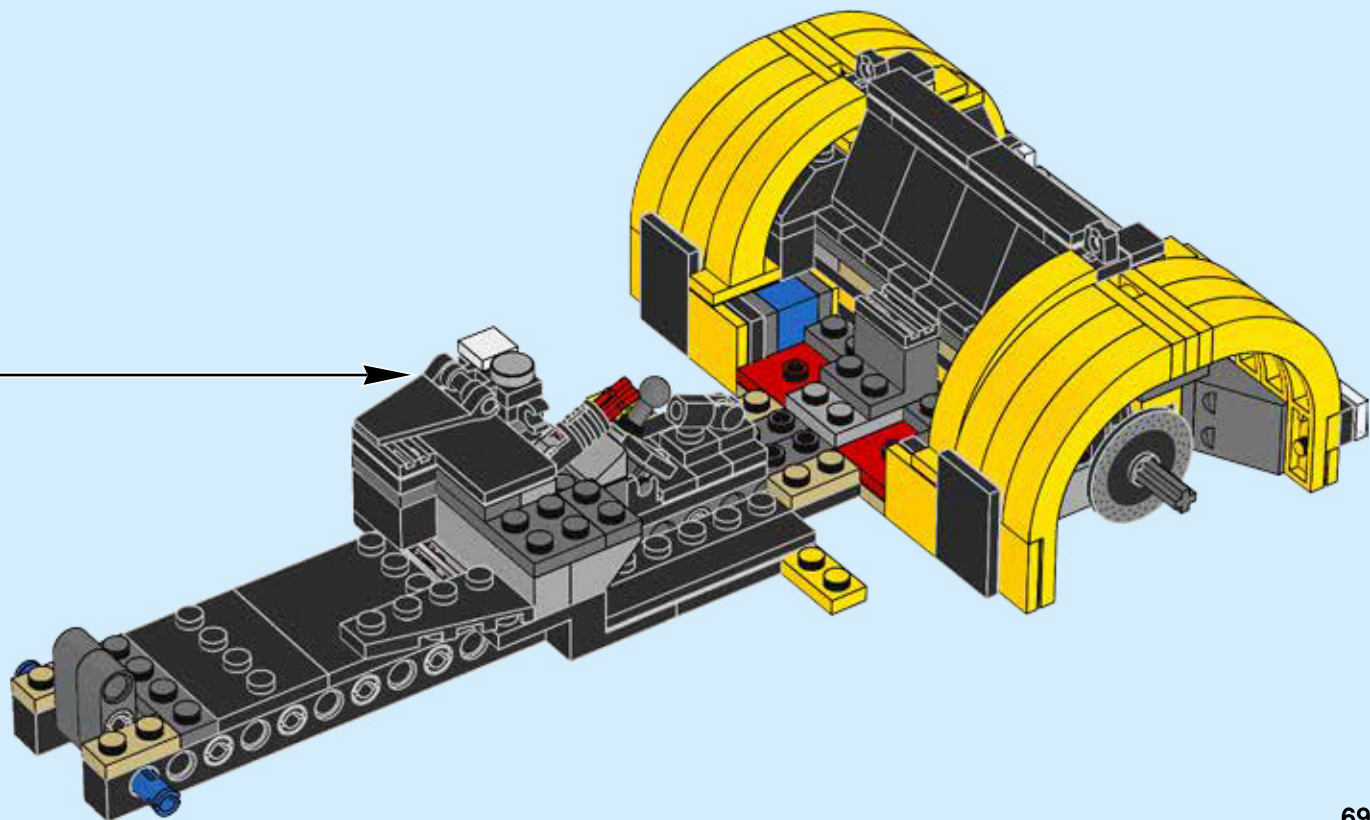


1x

66

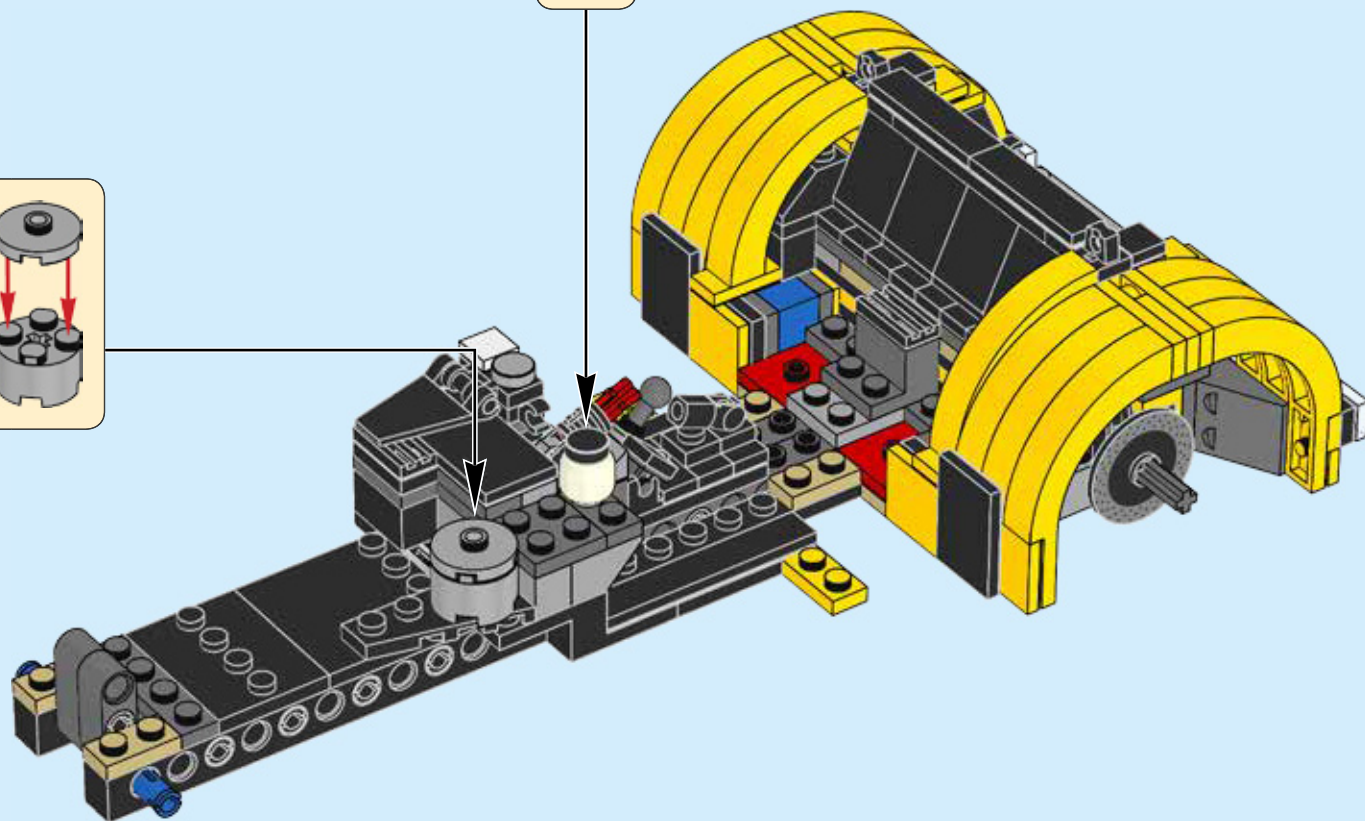
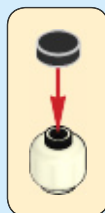
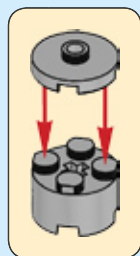


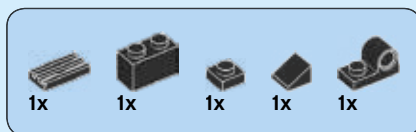
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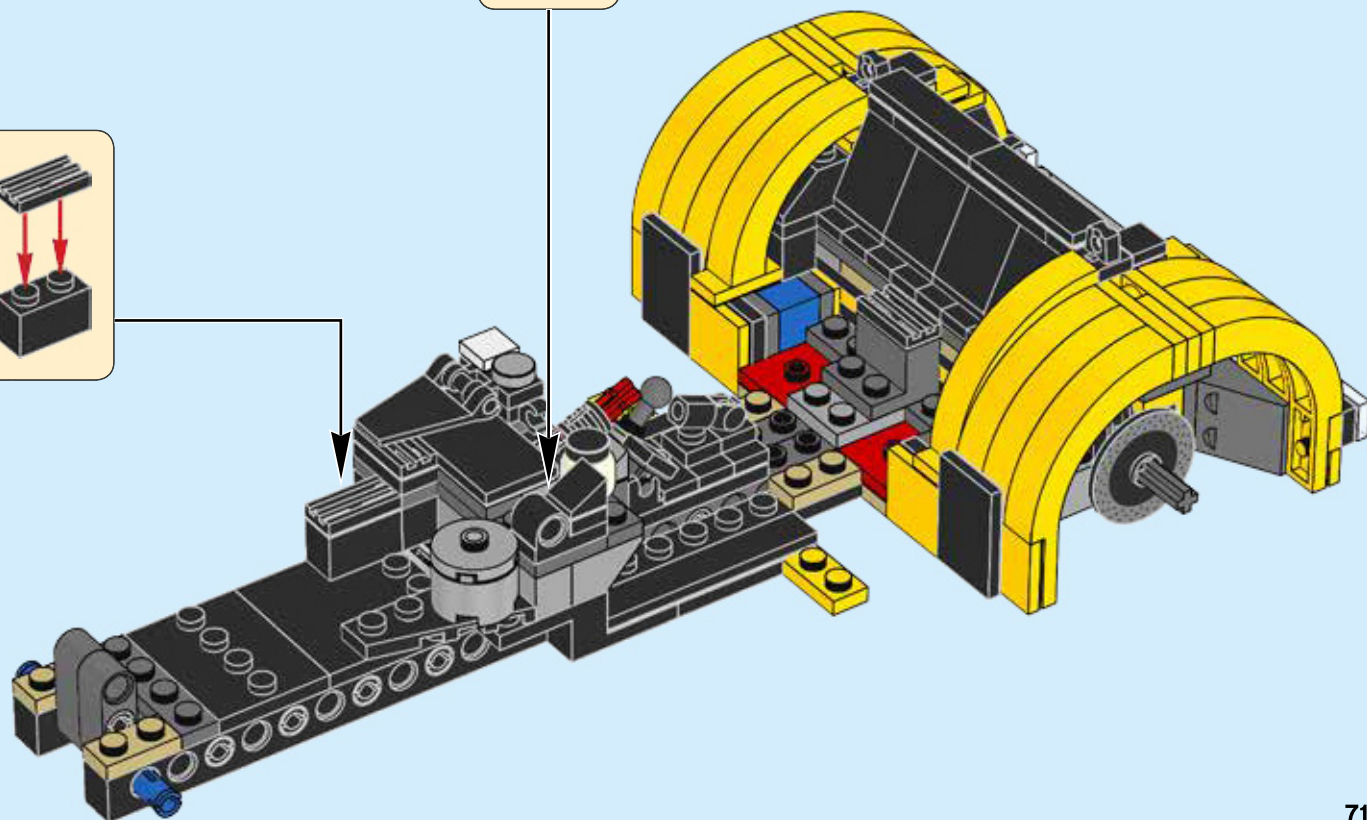
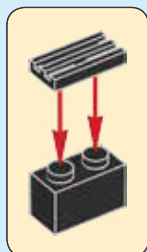
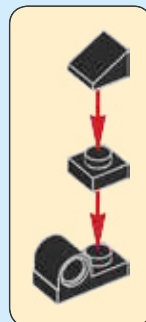


68





69



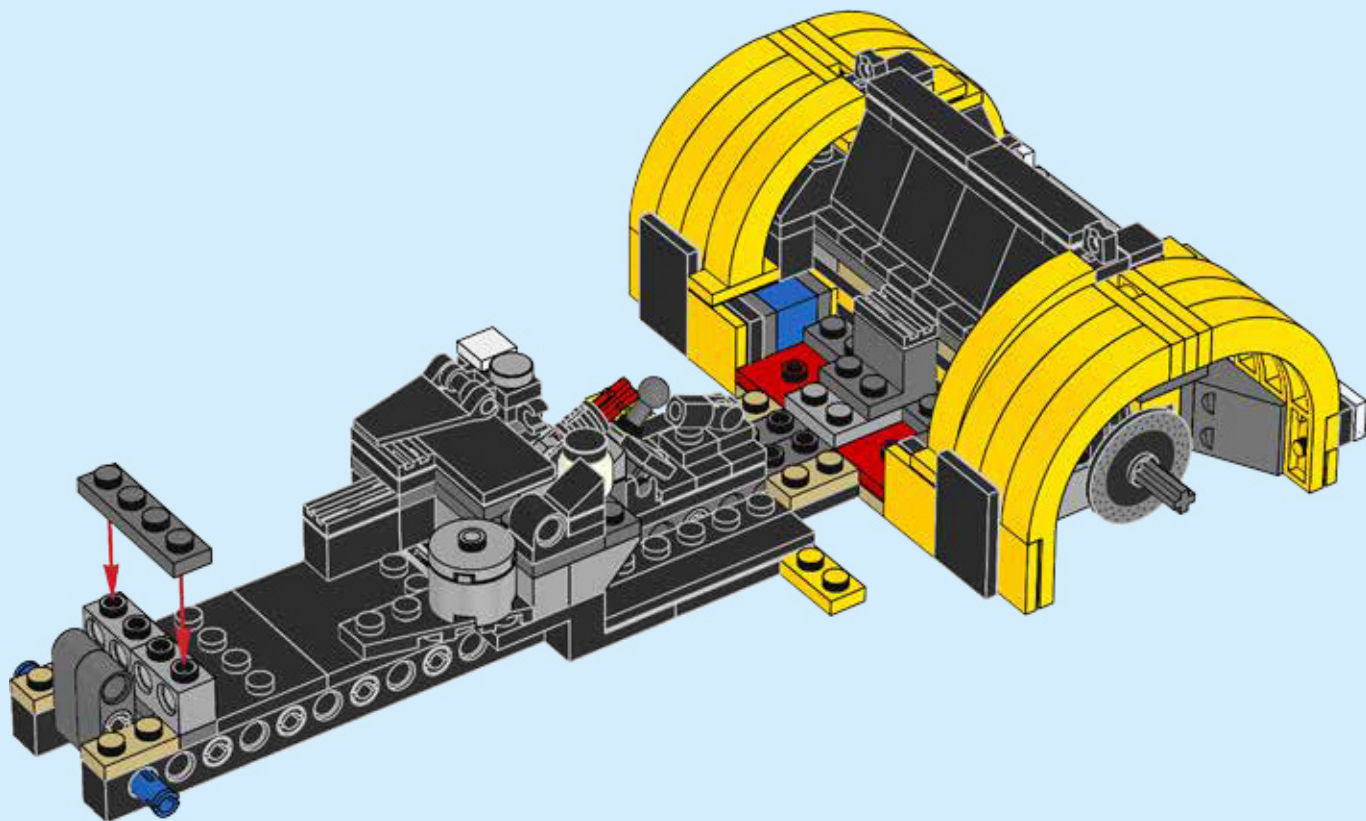


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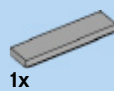
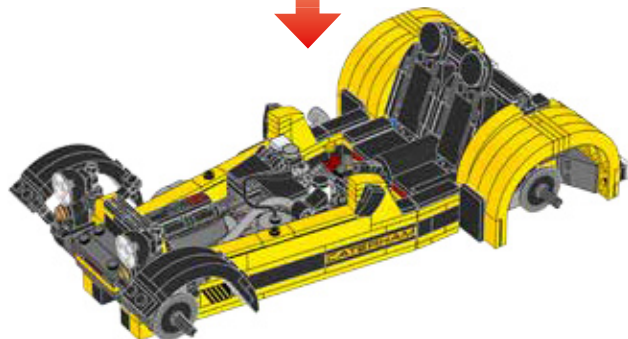
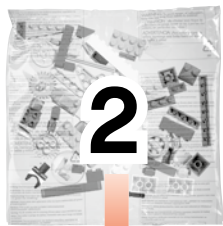


2x

70



72

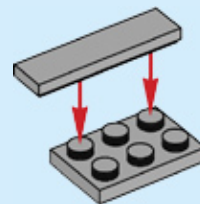


1x



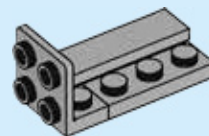
1x

71



1x

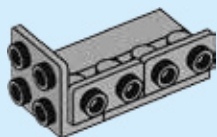
72





2x

73



1x



1x

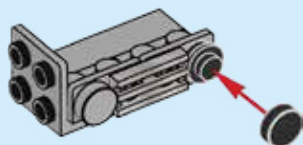


1x



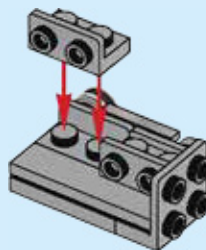
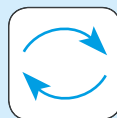
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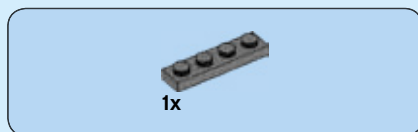
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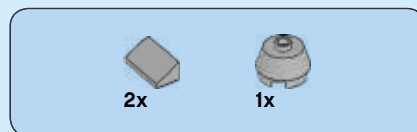
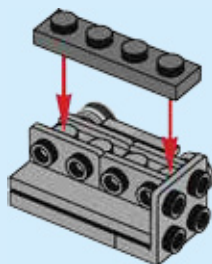
2x

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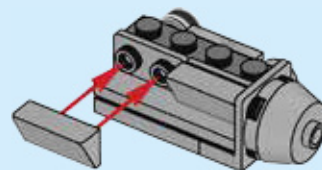


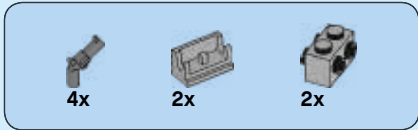


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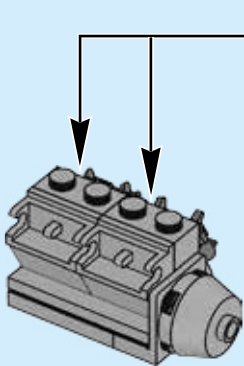
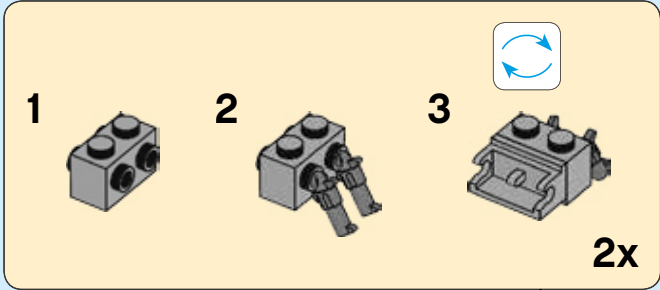


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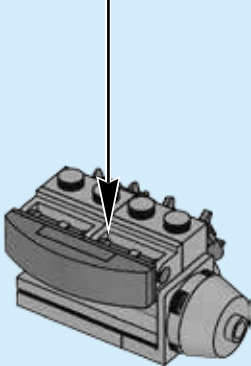
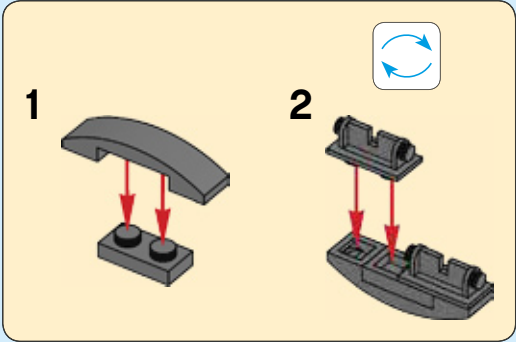


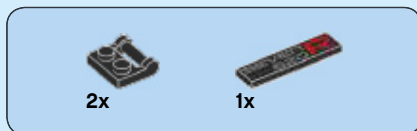


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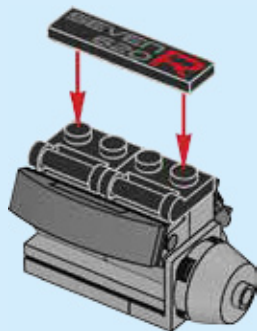


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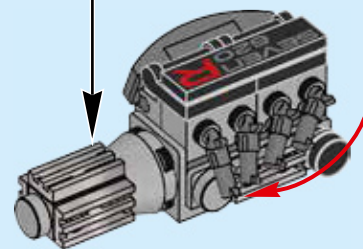
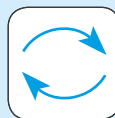
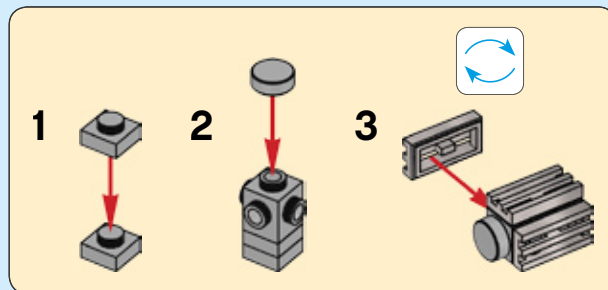




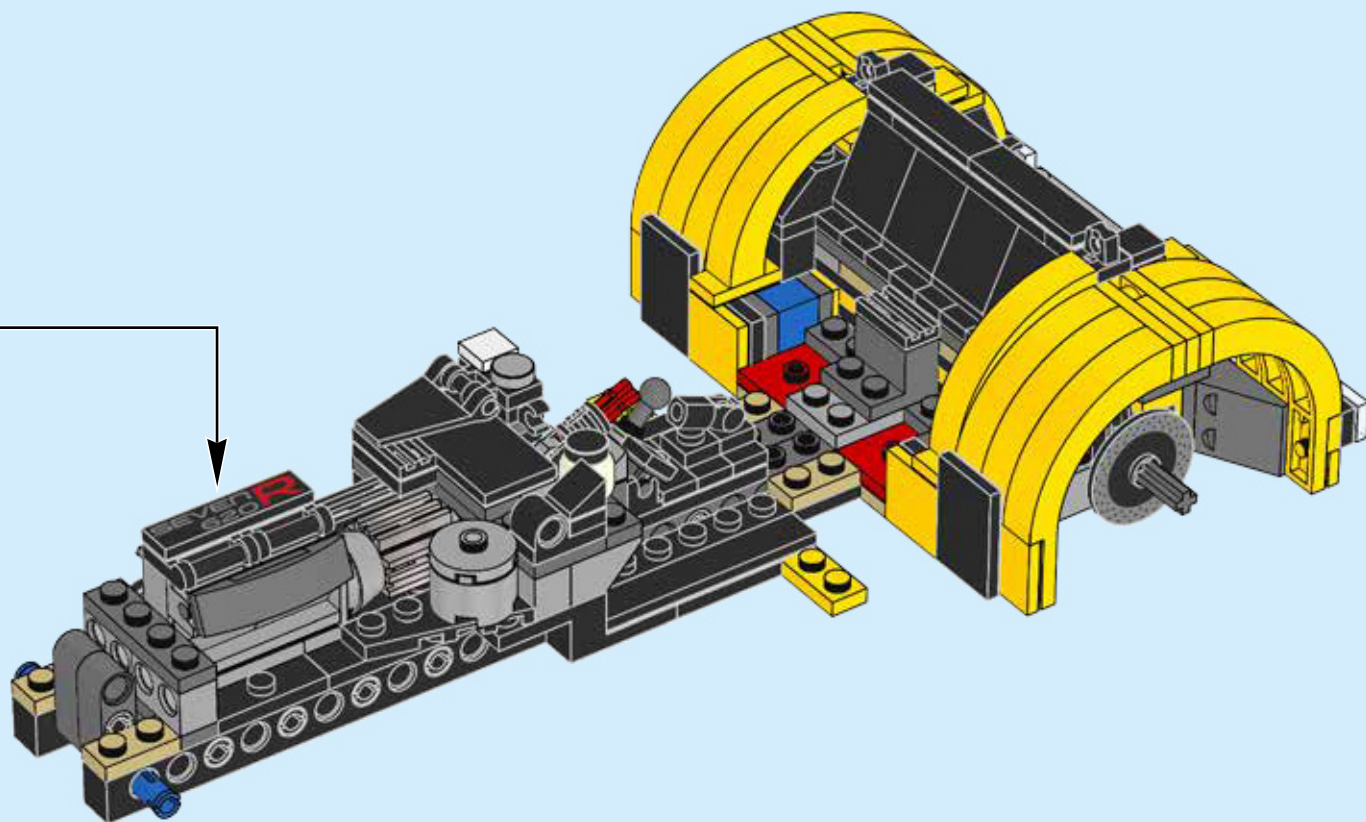
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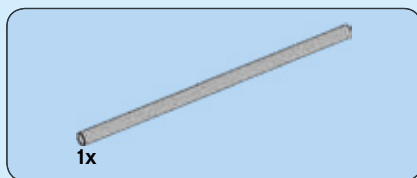


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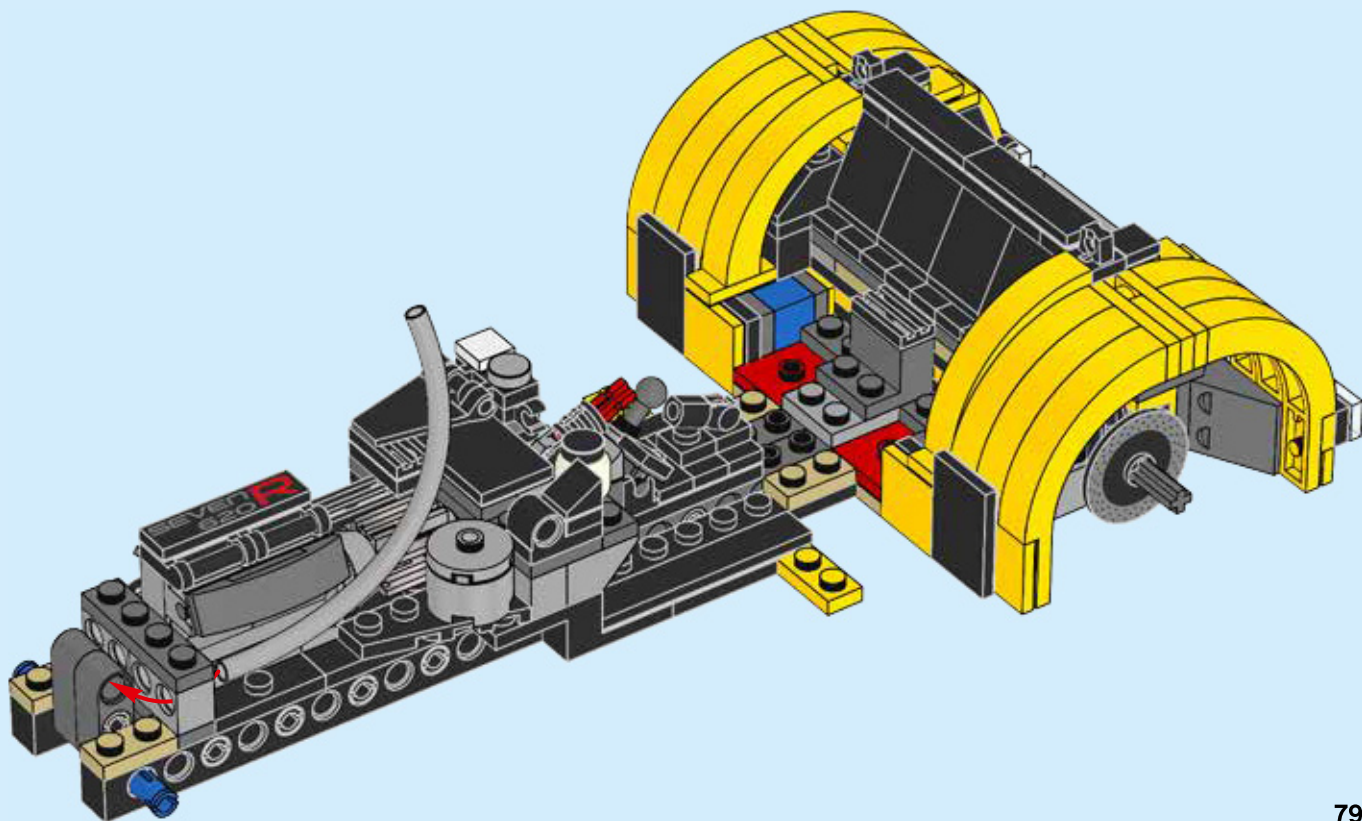


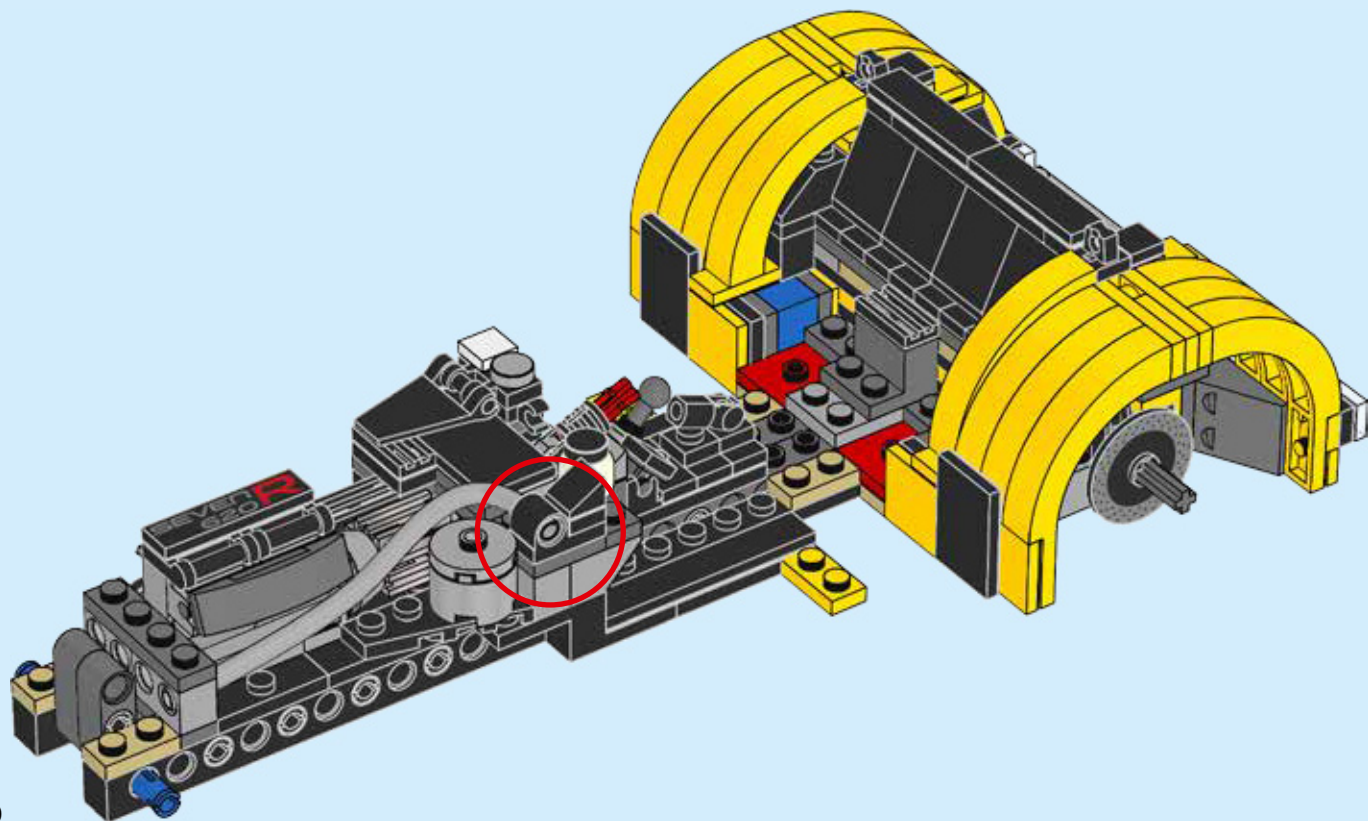
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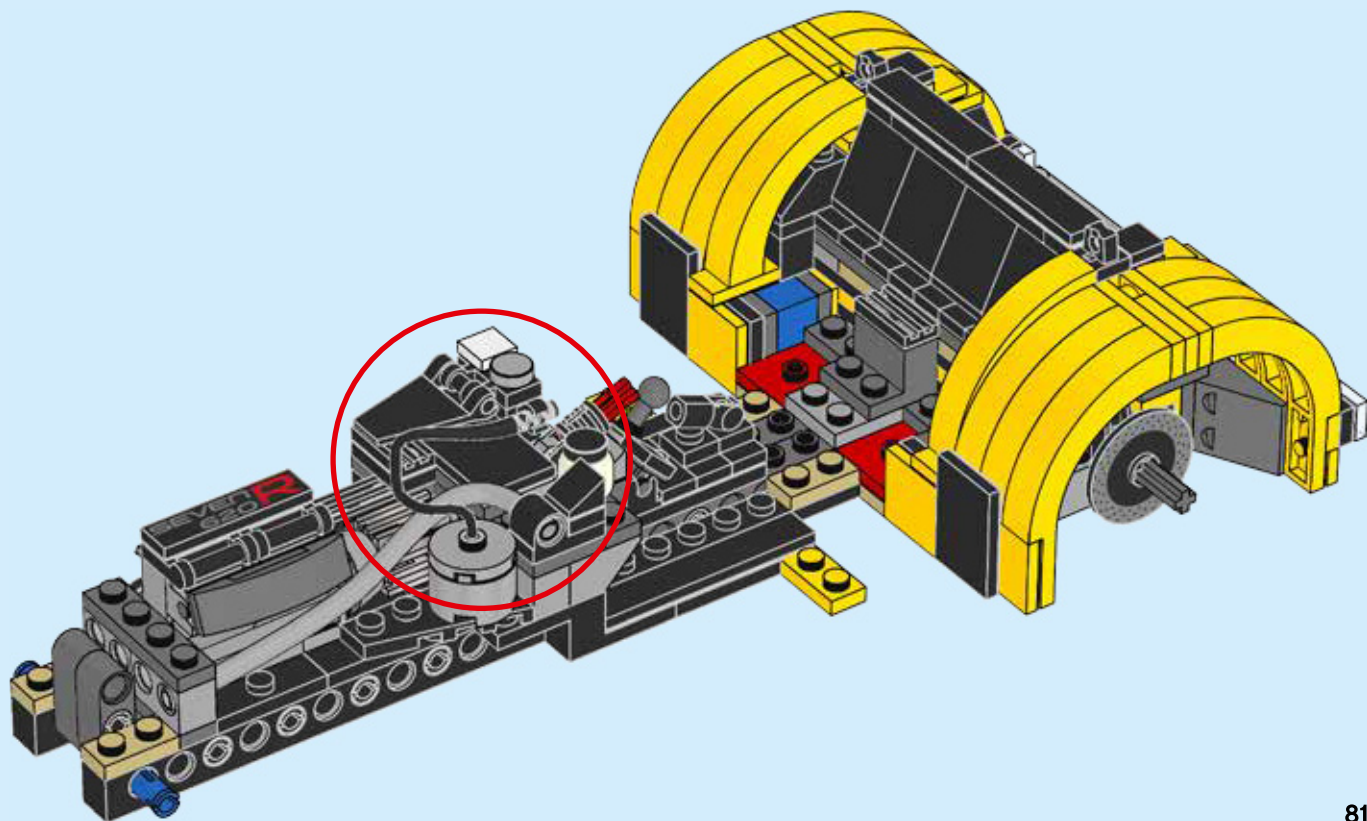


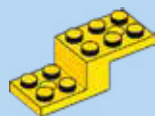




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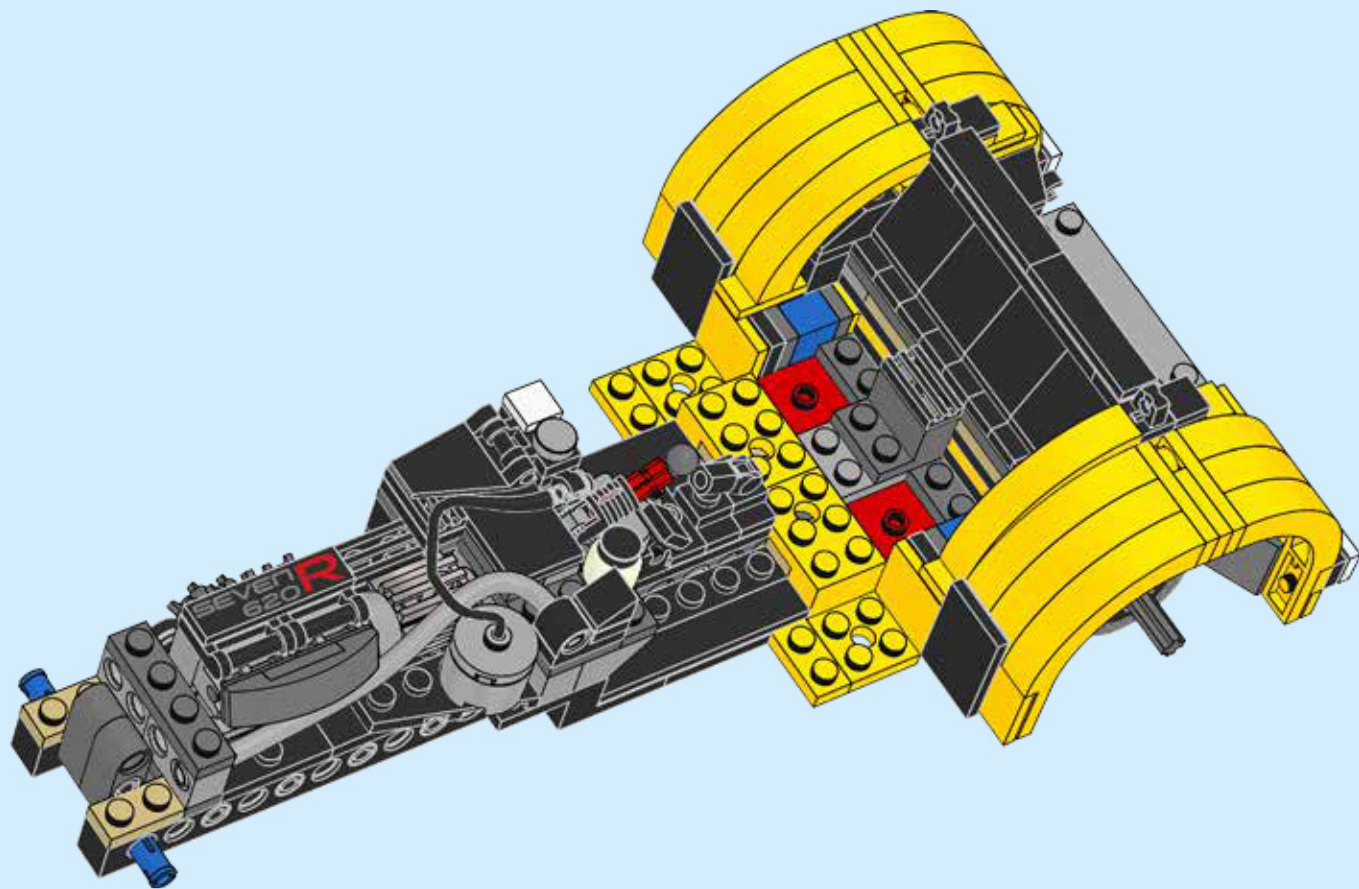
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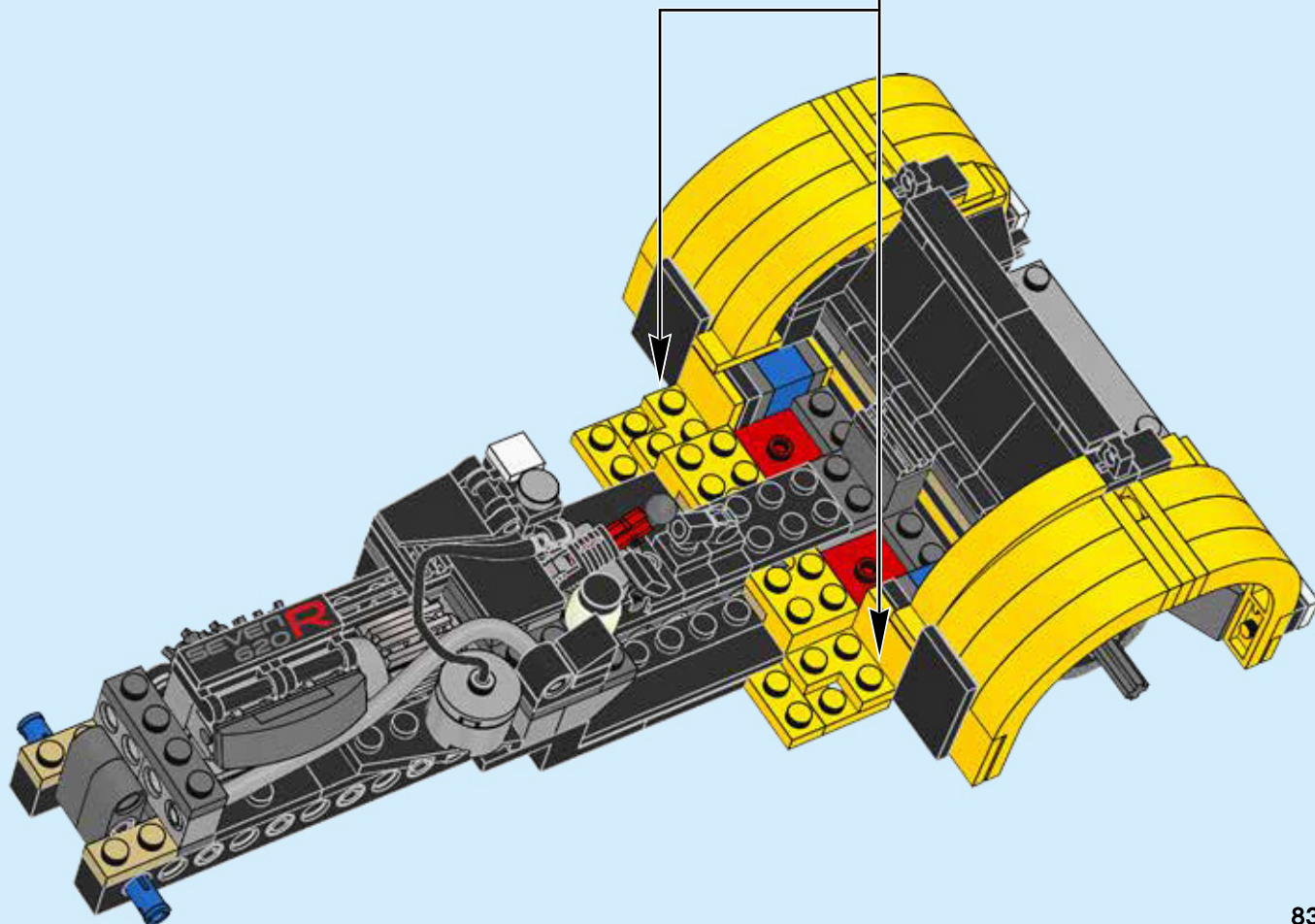
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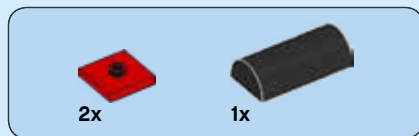
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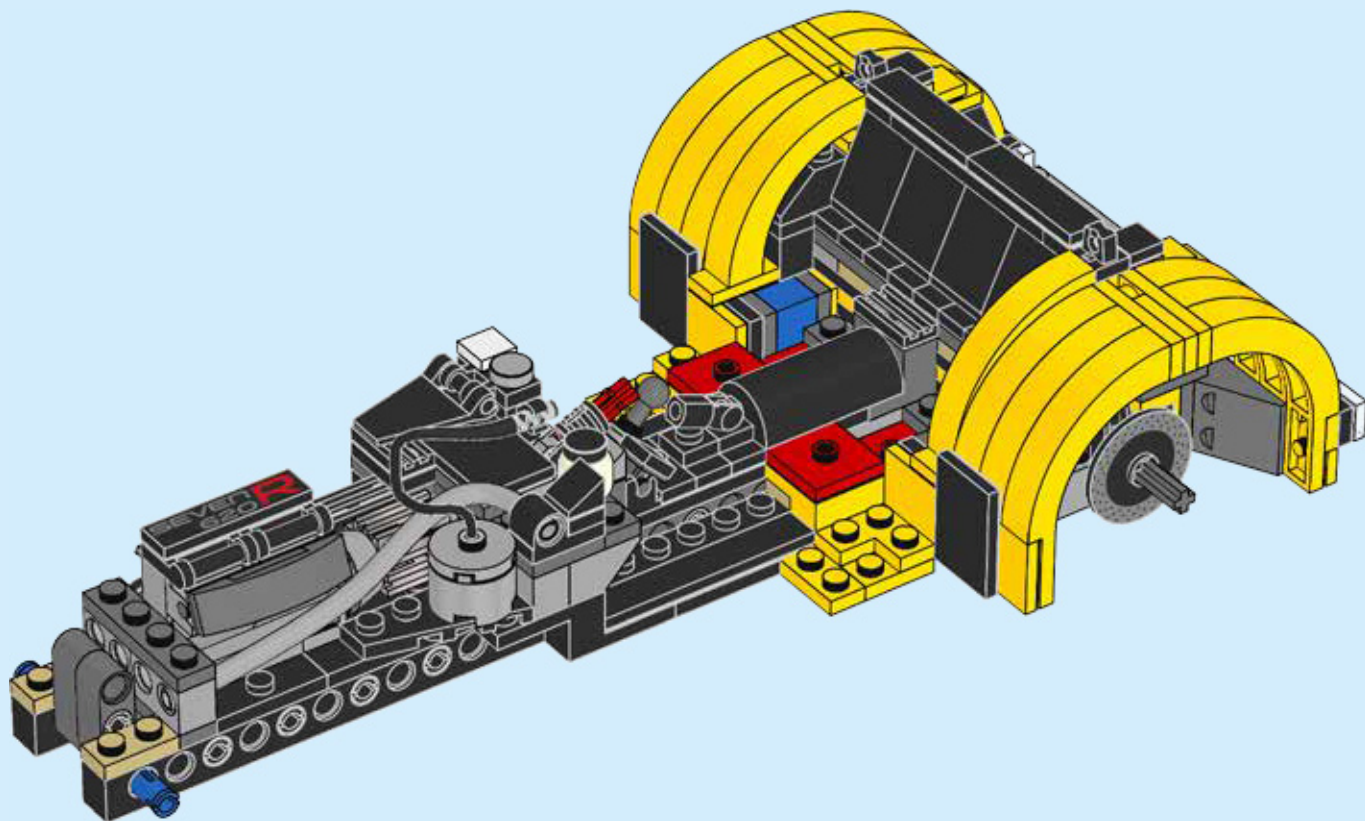


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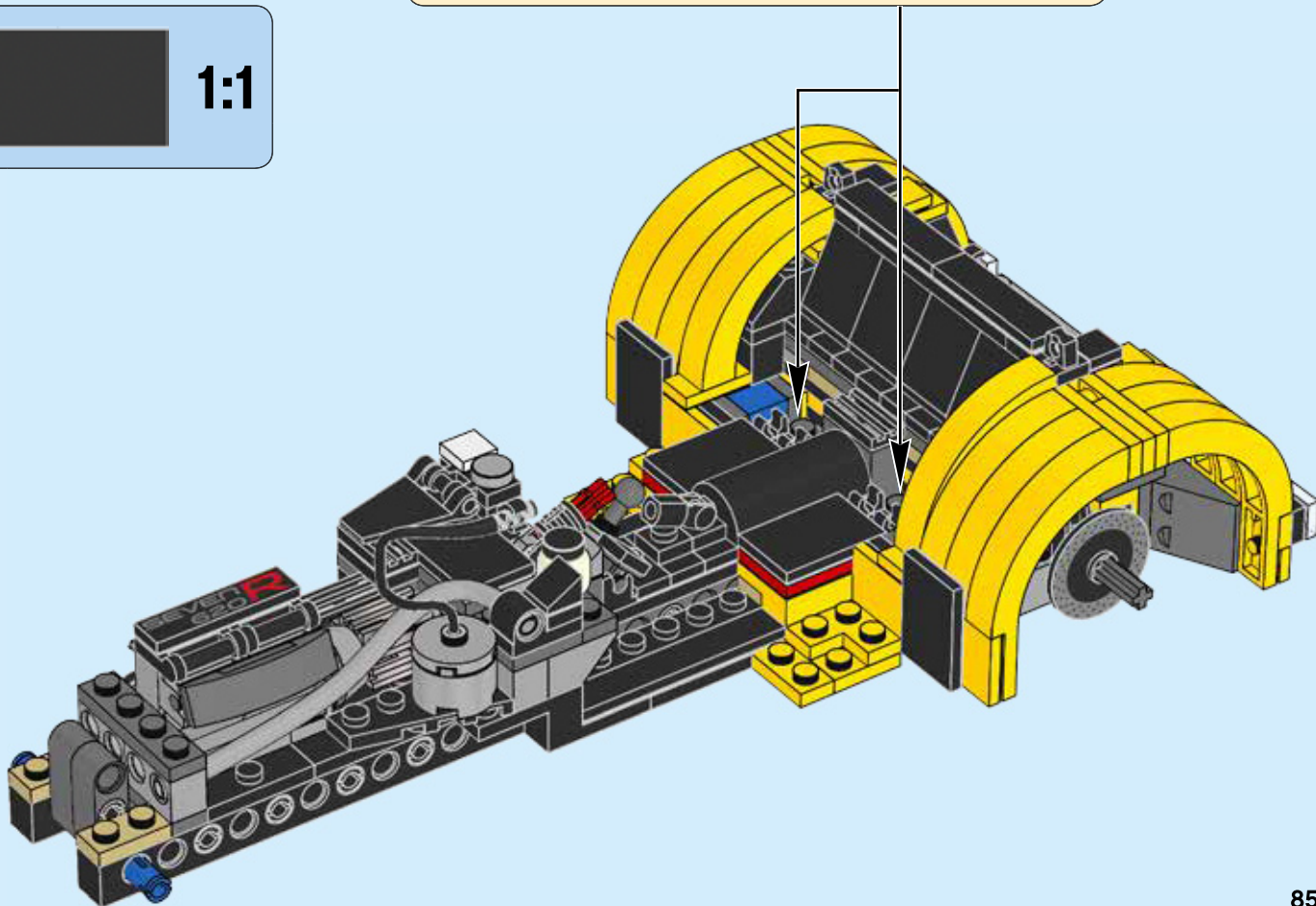
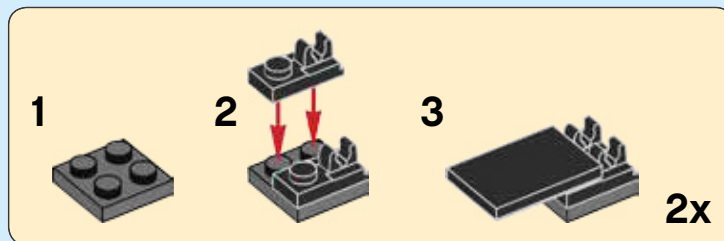


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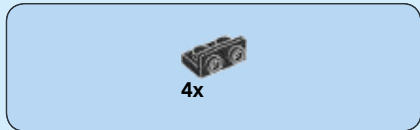


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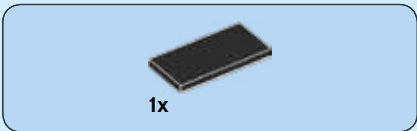
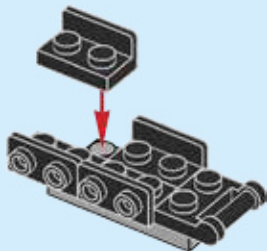




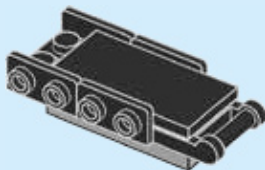
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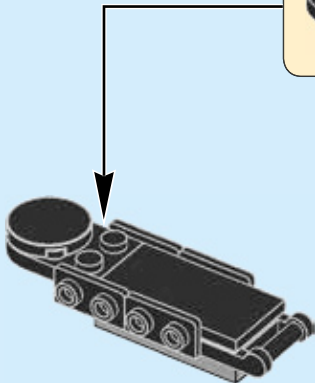
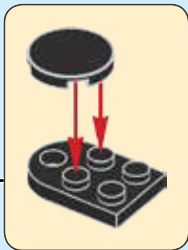
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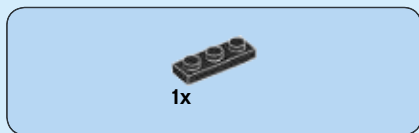


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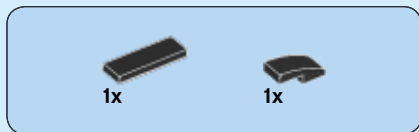
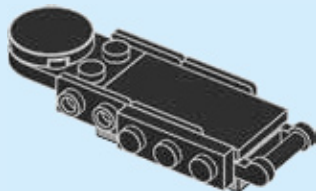


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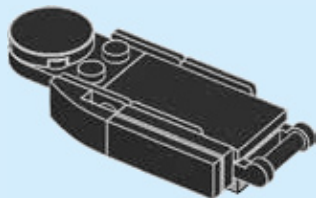




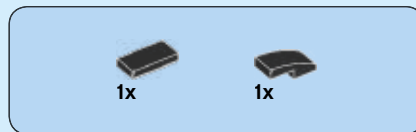
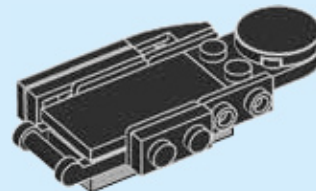
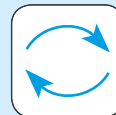
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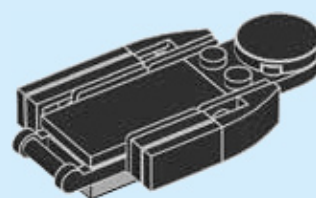
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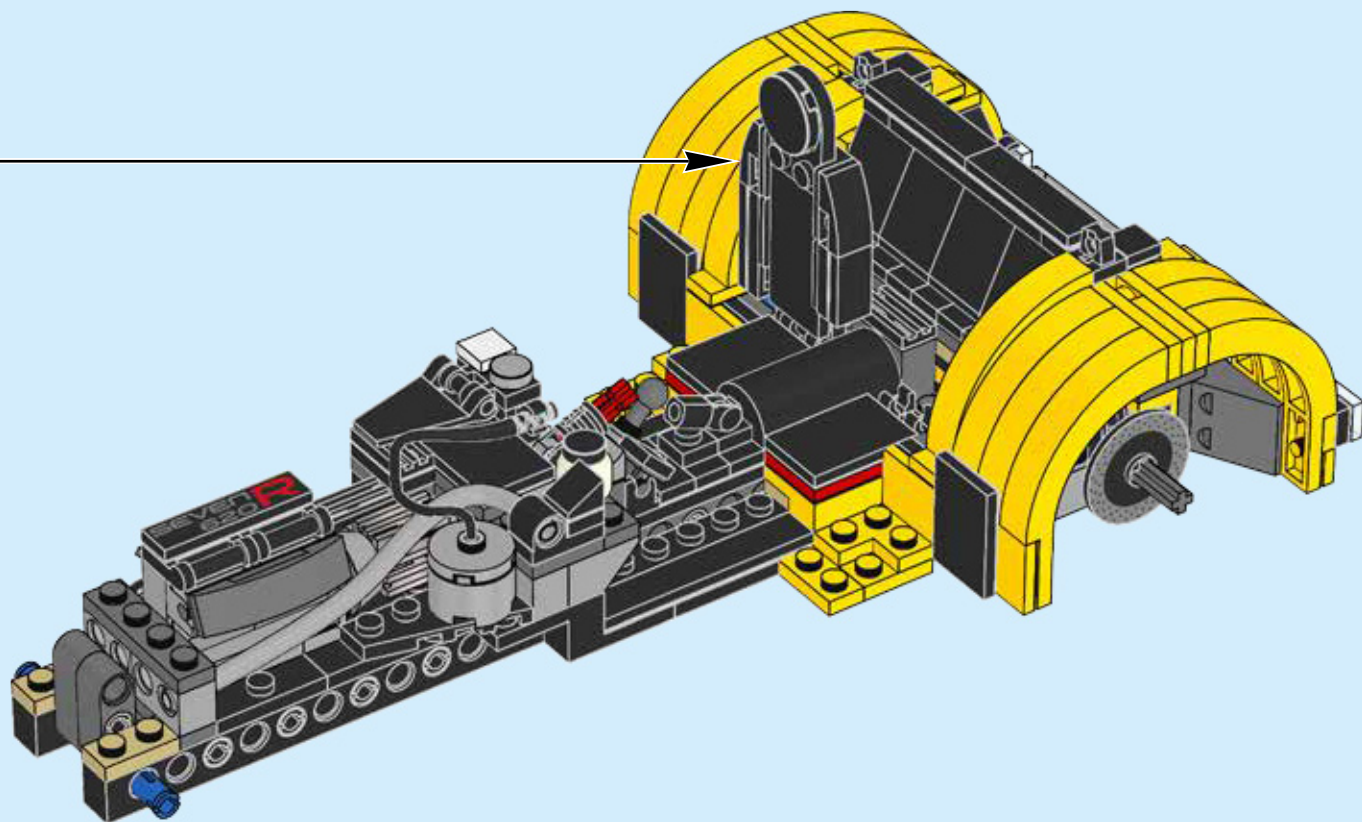


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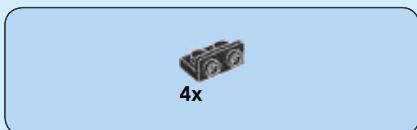
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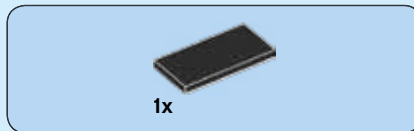
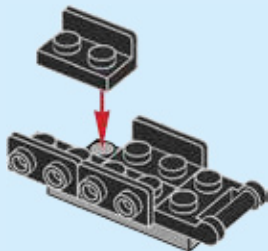




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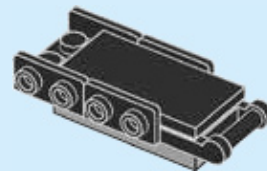


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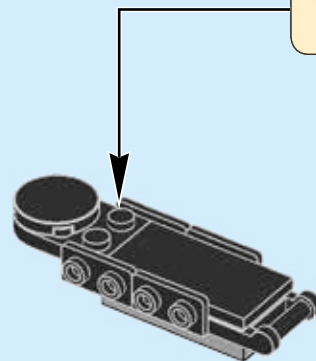
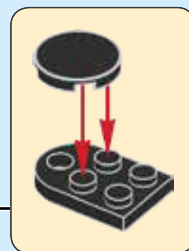
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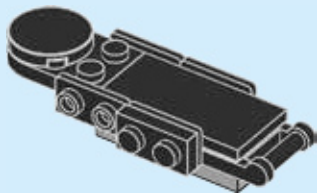
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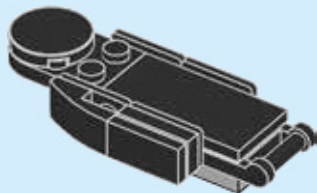




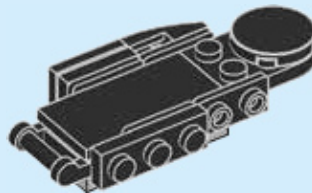
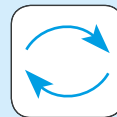
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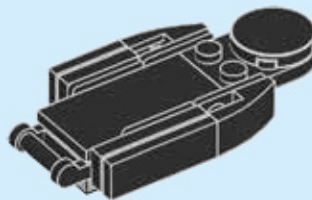
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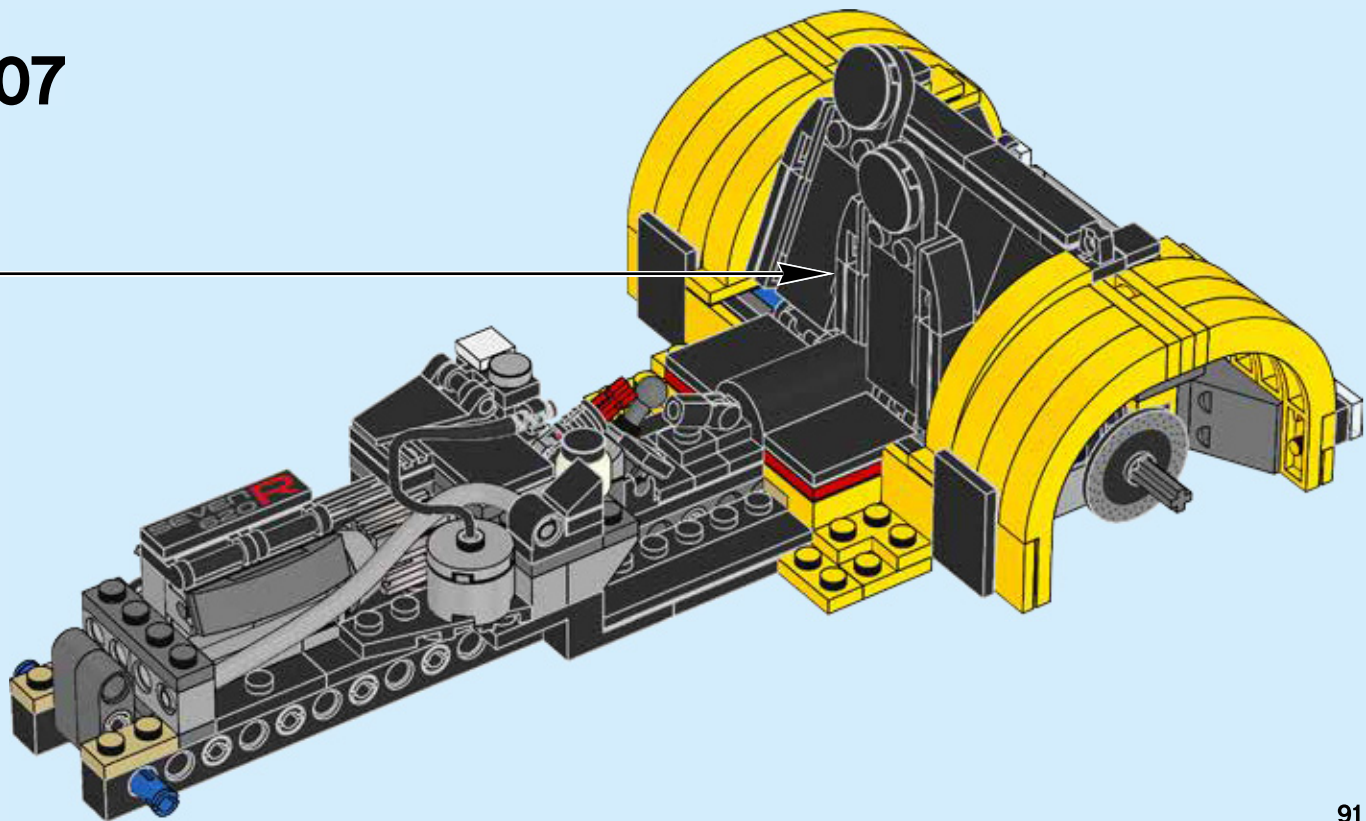
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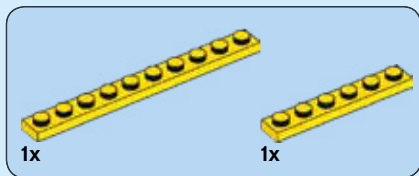


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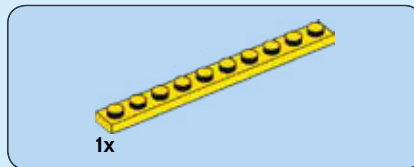
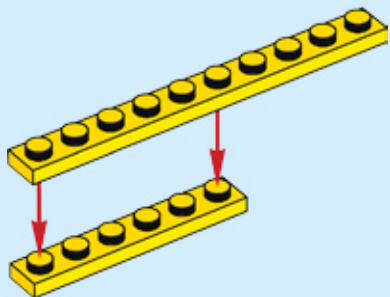


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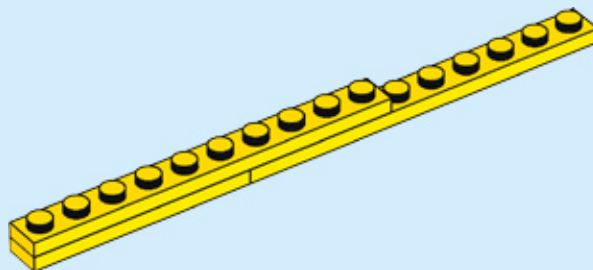


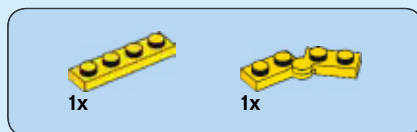


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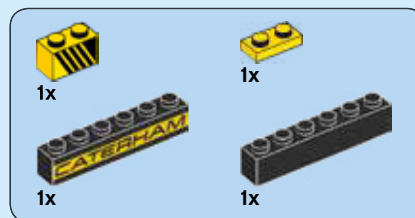
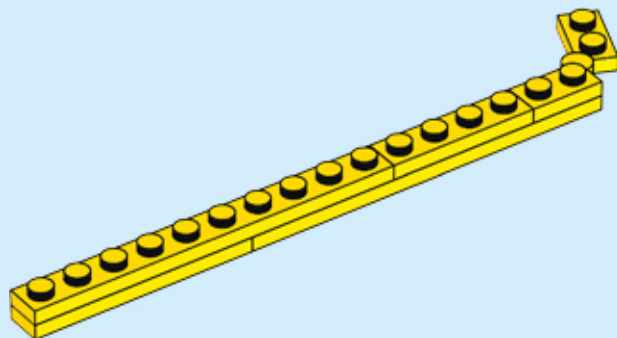


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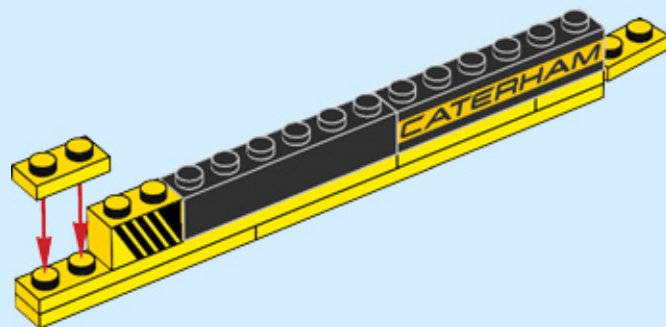




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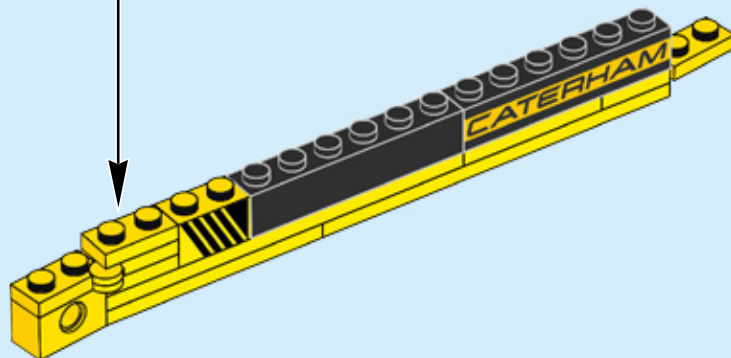
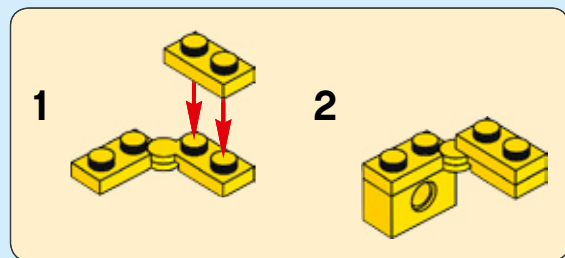


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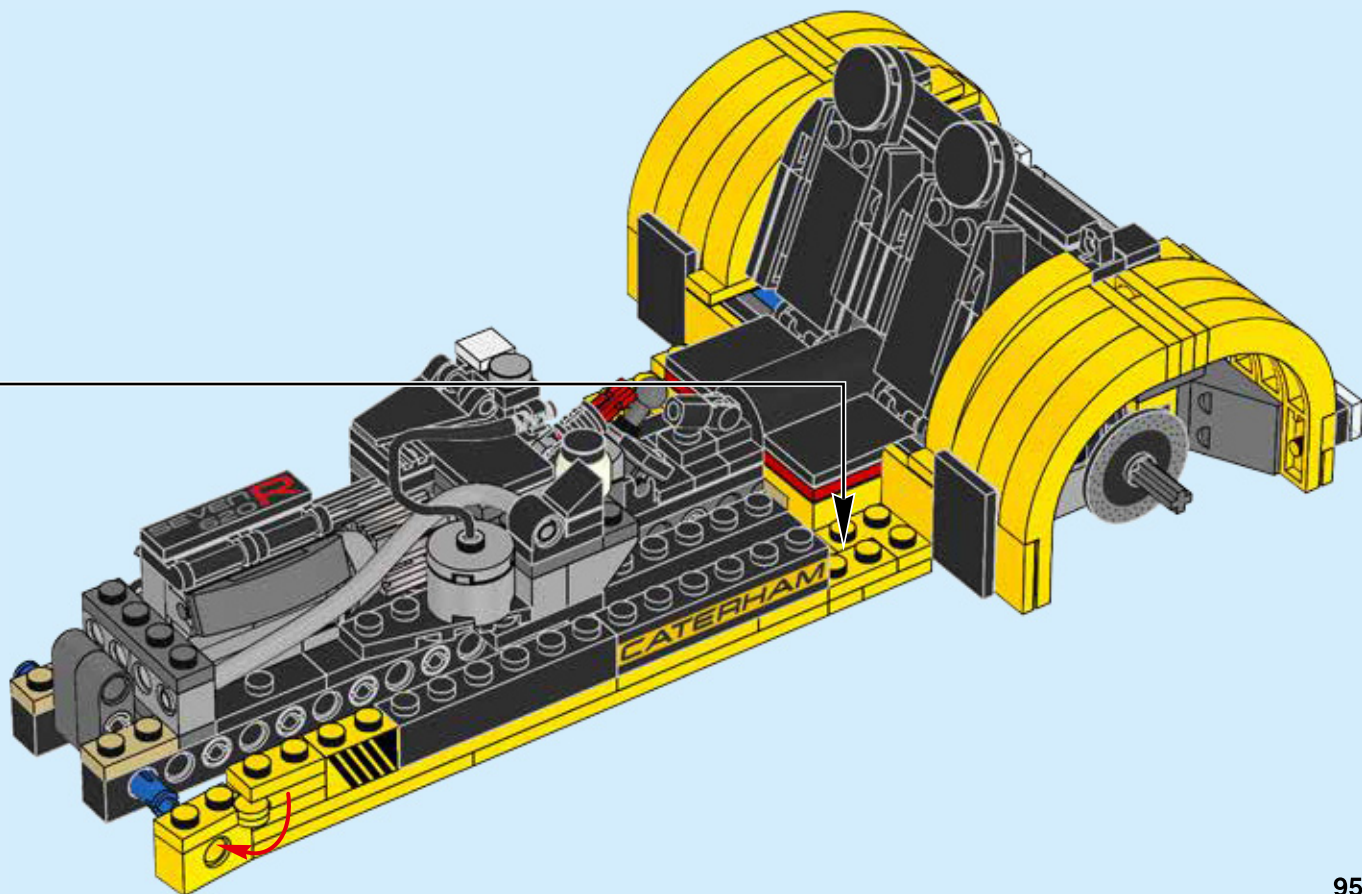




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113



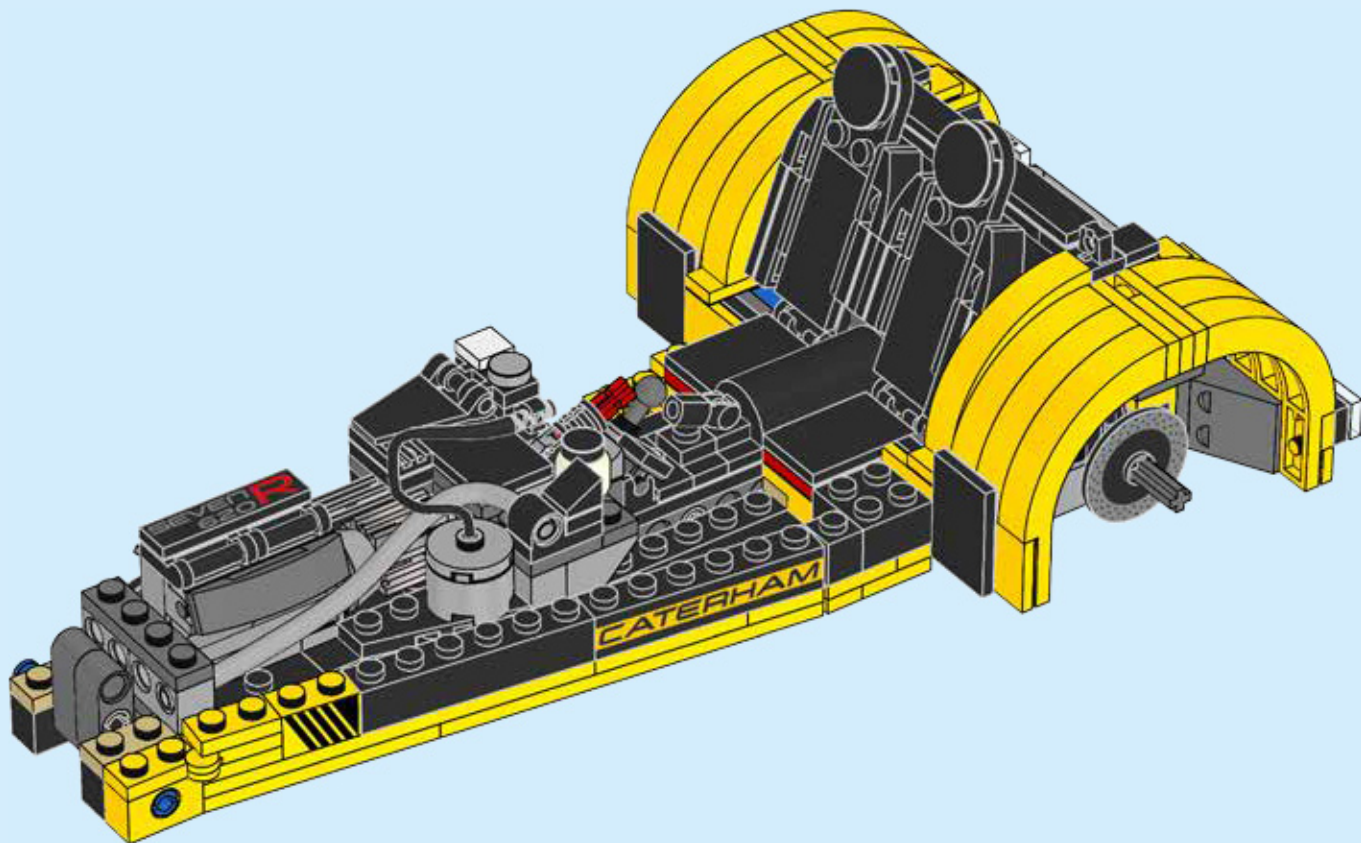


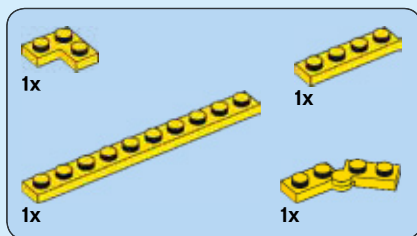
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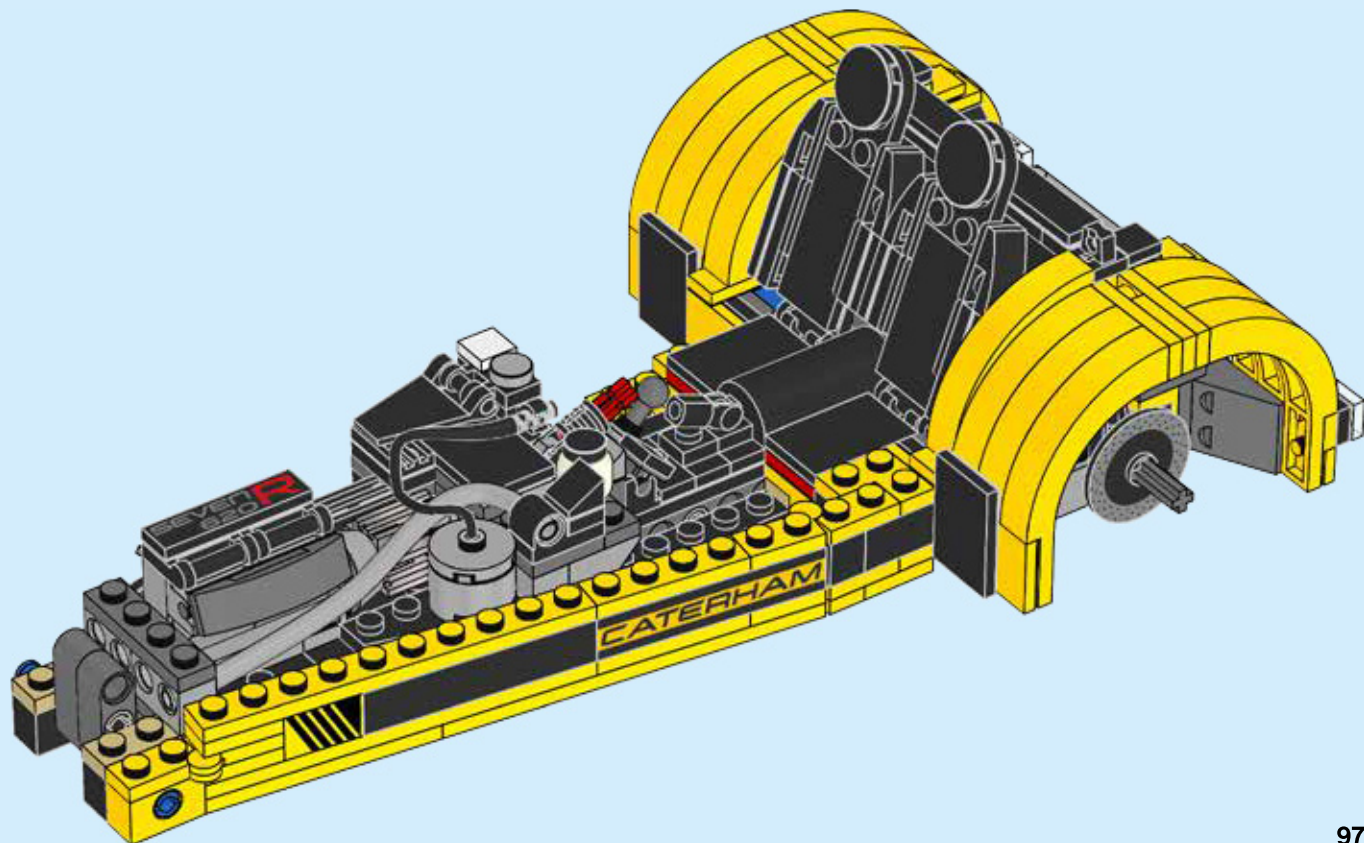
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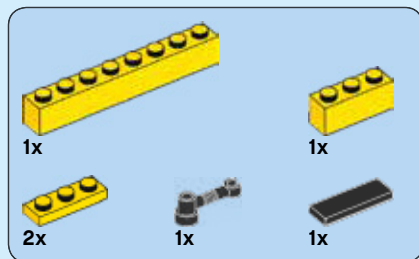
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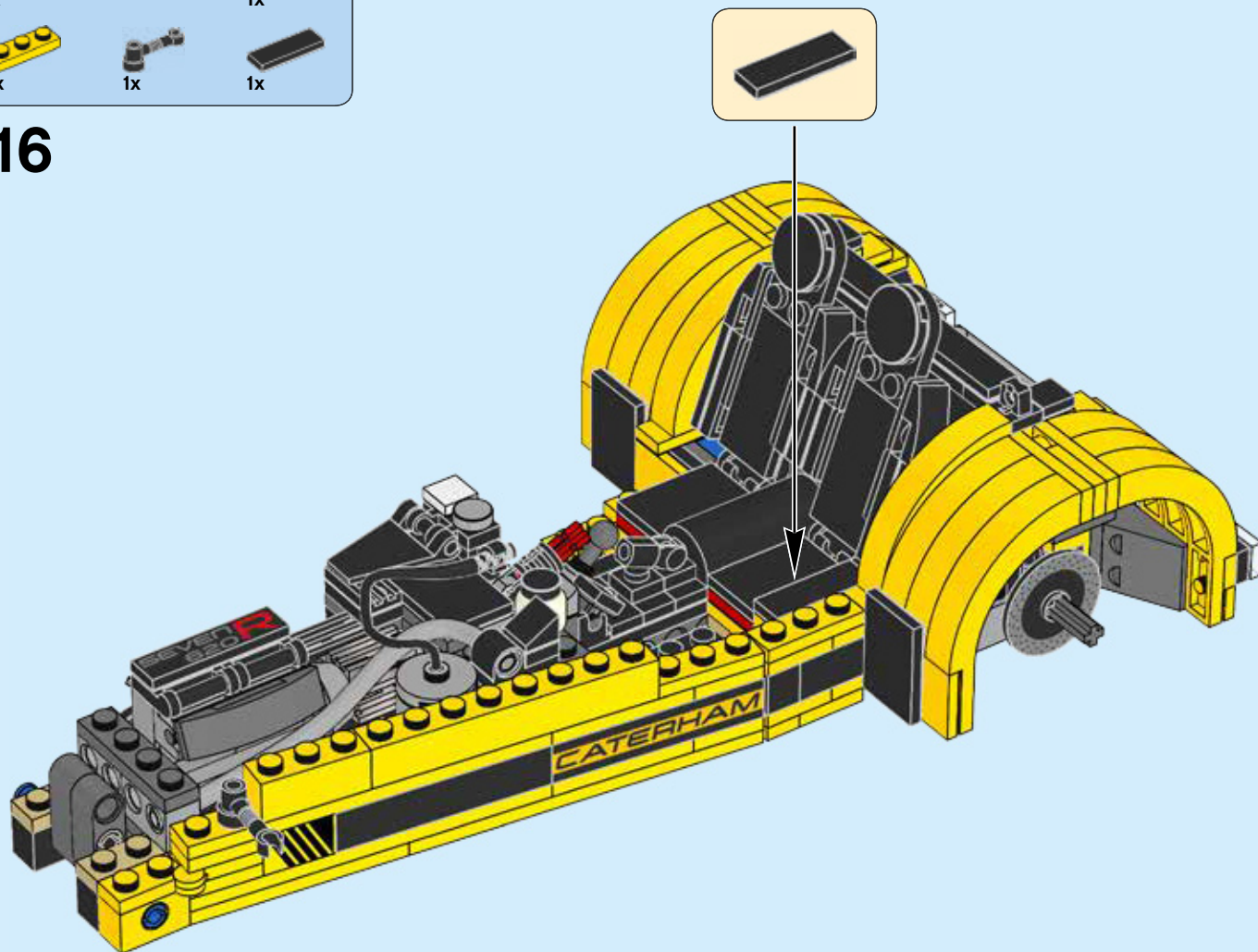


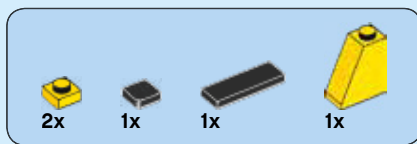
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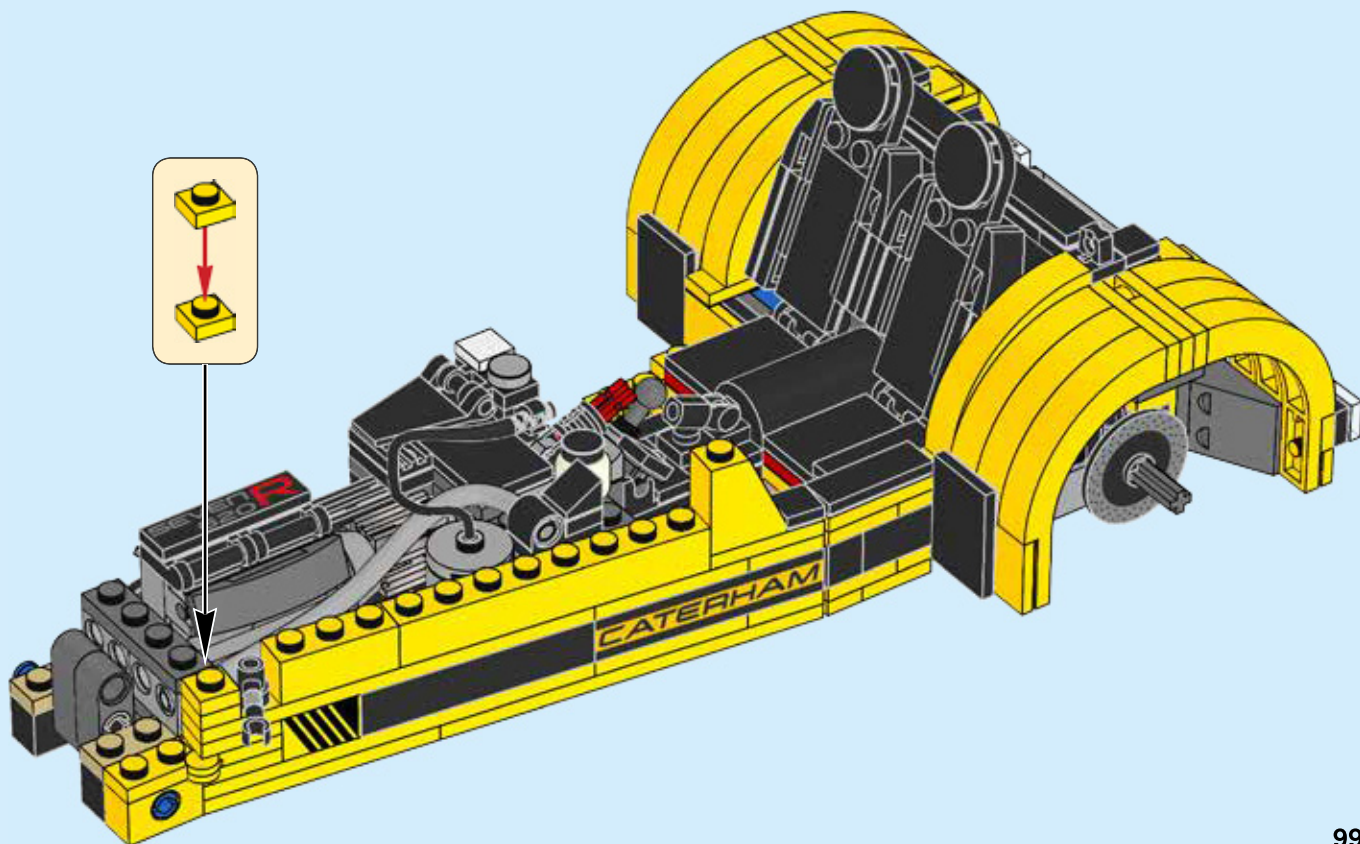


116





117



2x

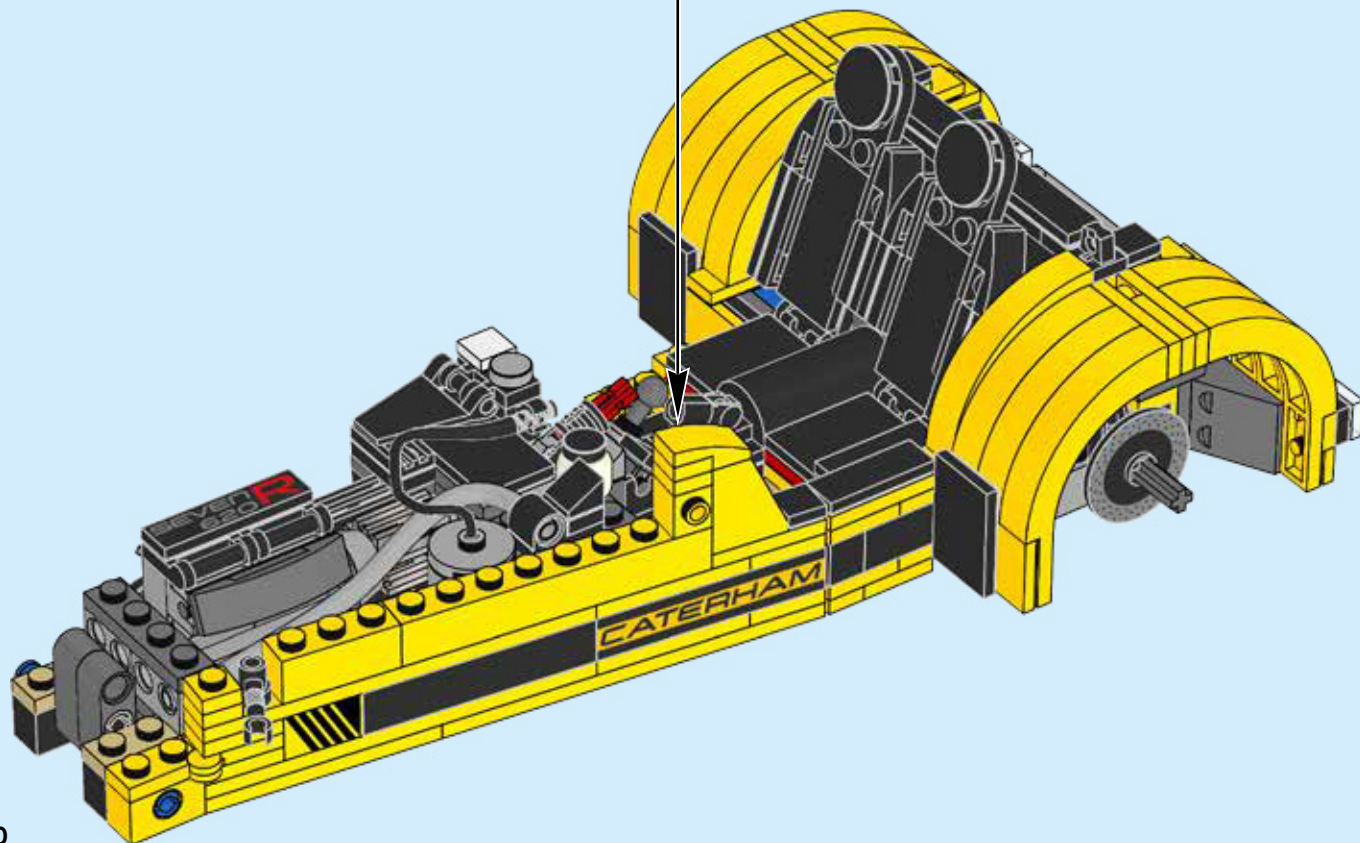
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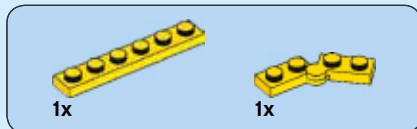
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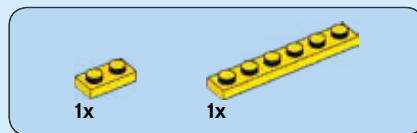
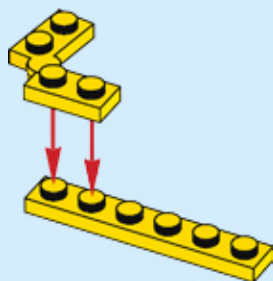
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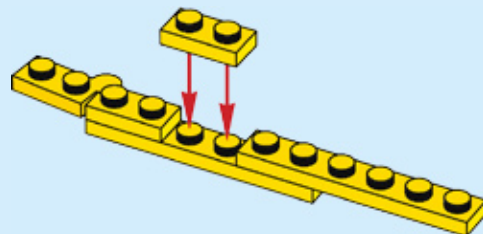




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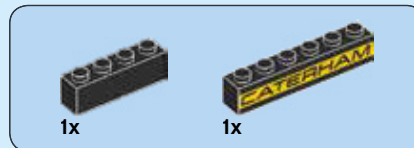
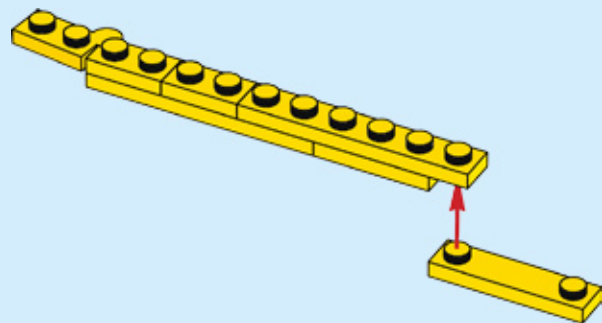


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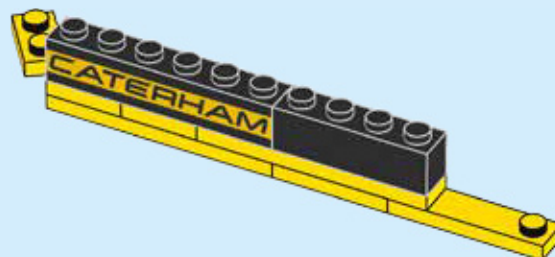


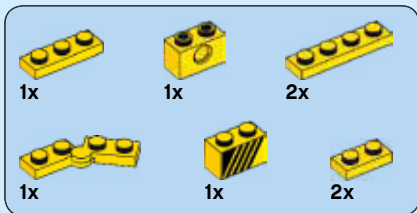


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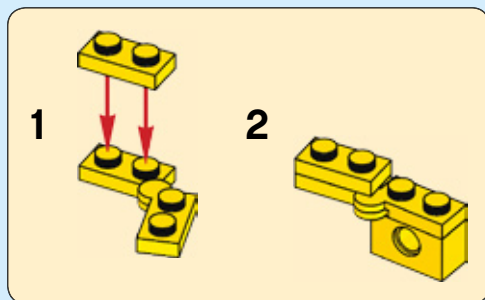
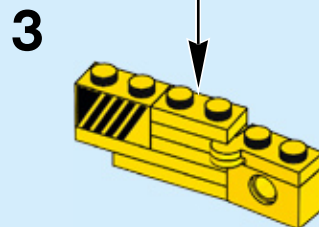
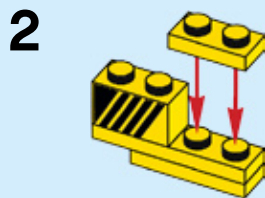
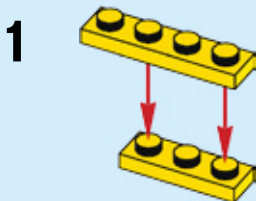


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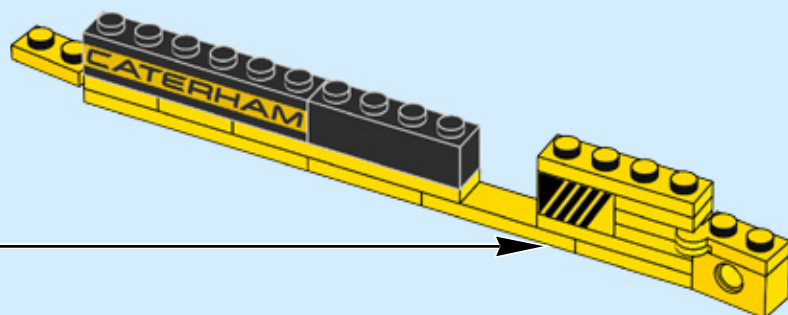
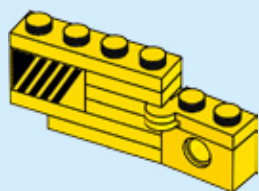




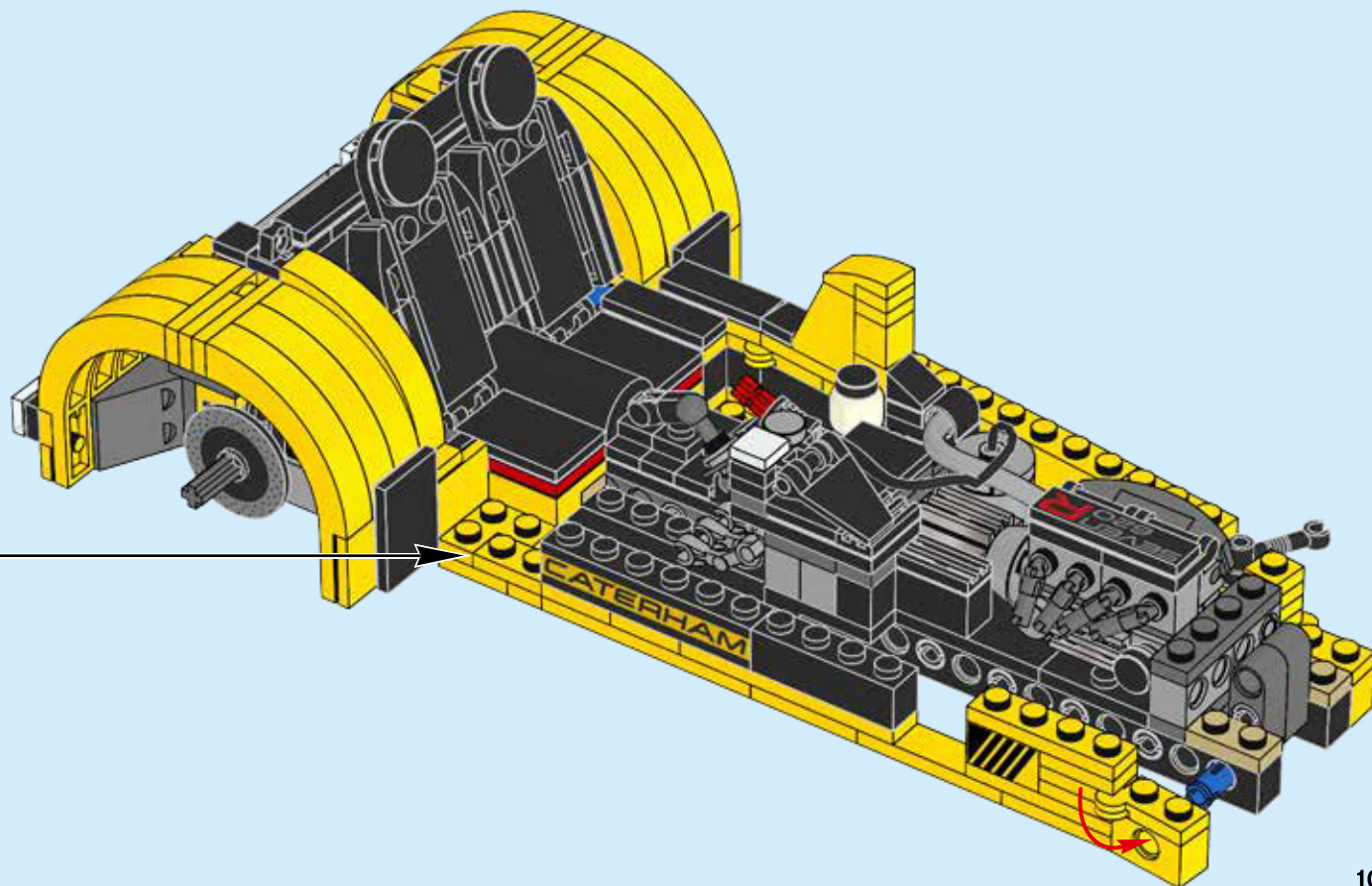
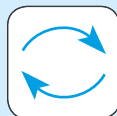
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4



124



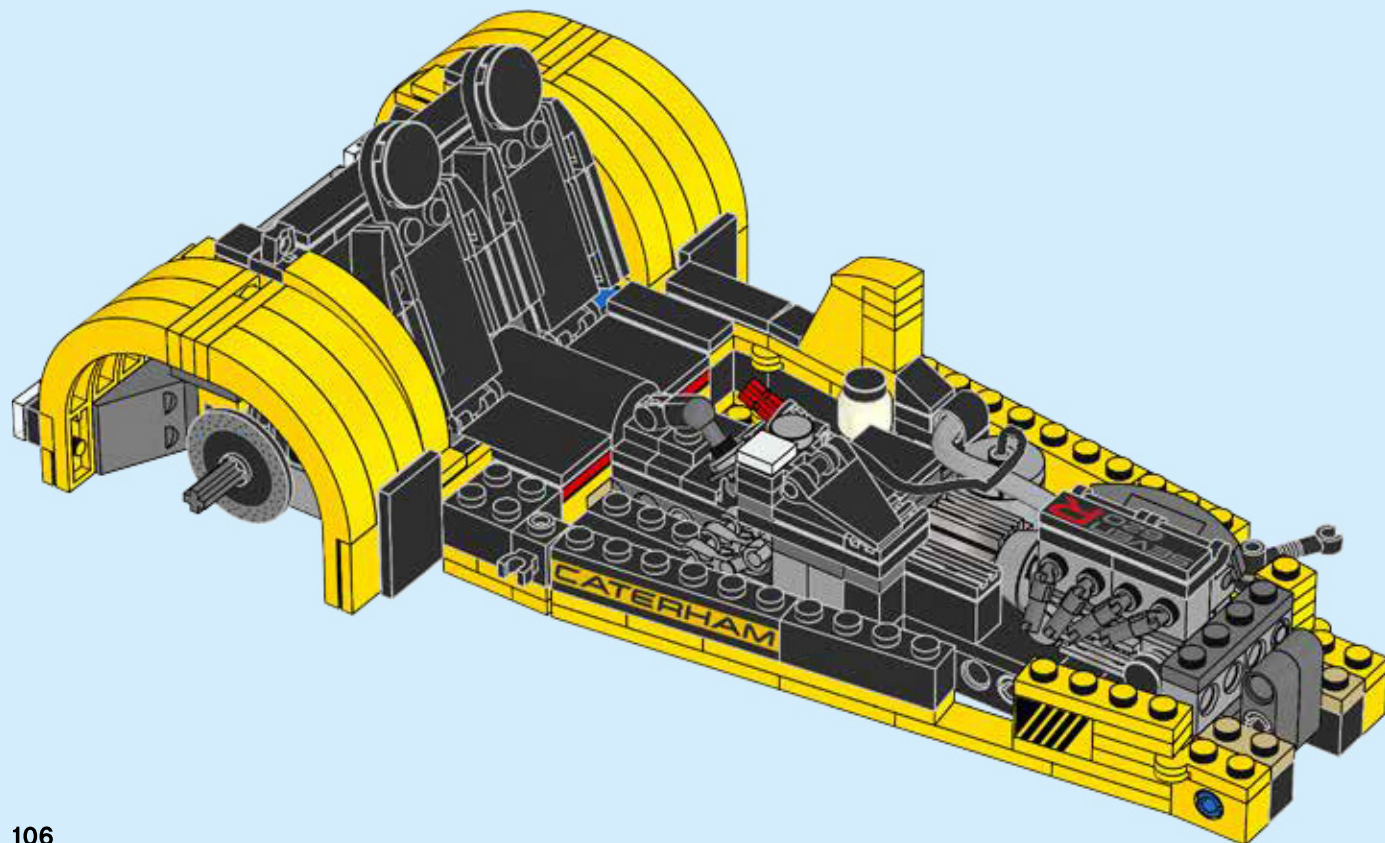


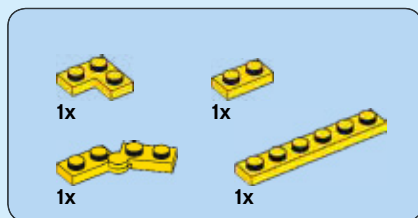
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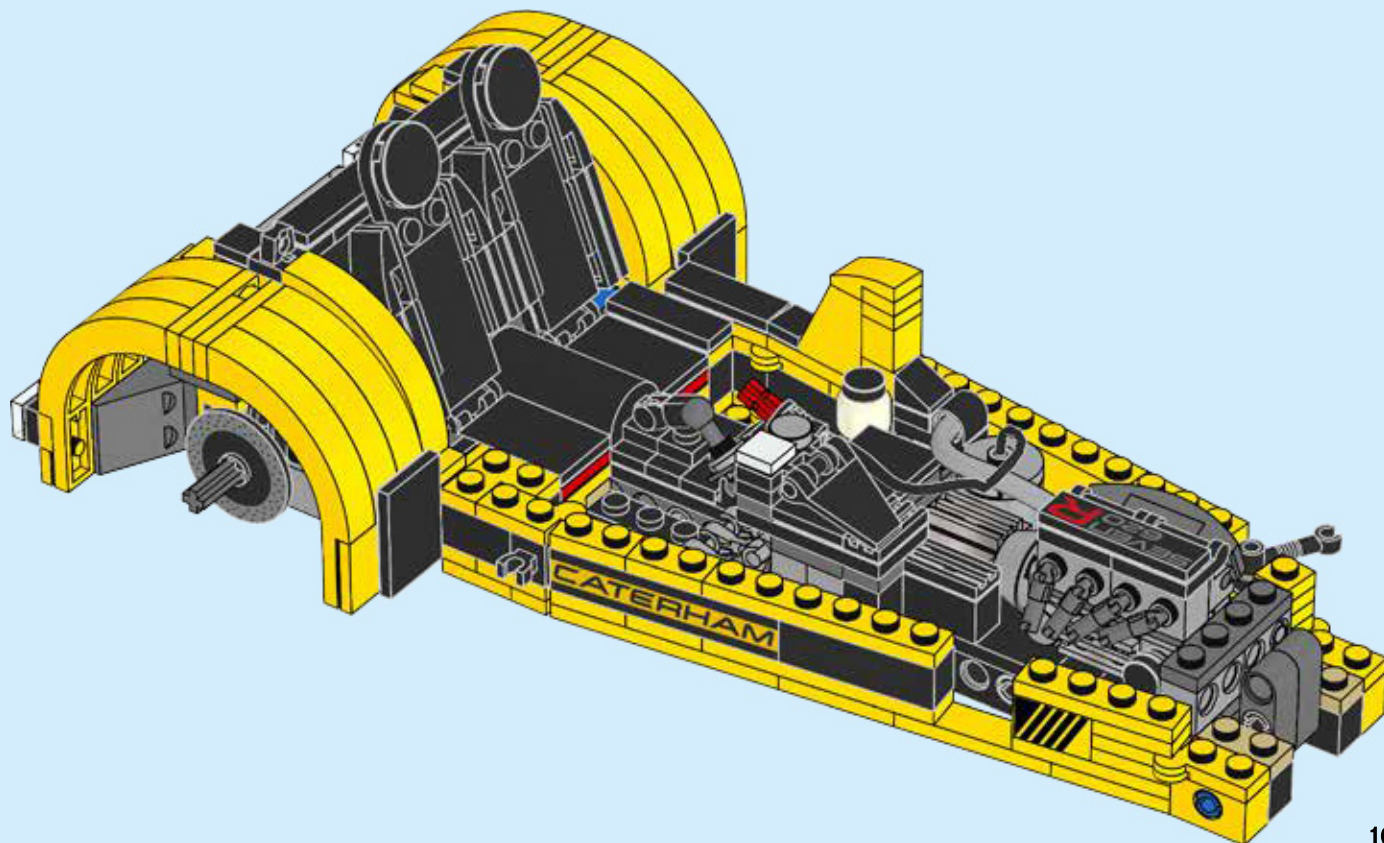
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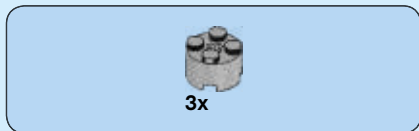
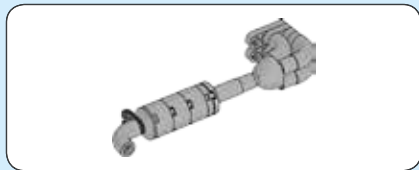
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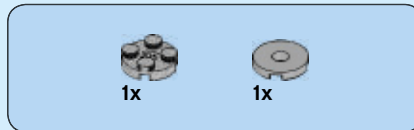


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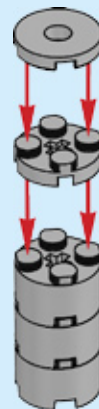


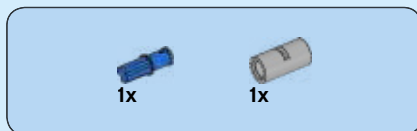


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128





129

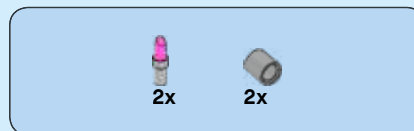


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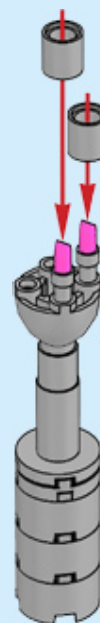


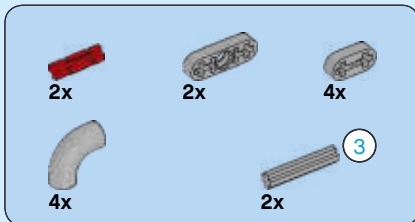
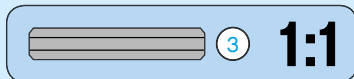


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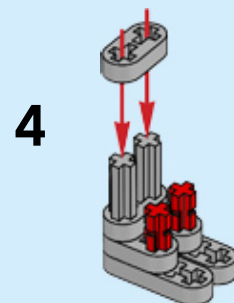
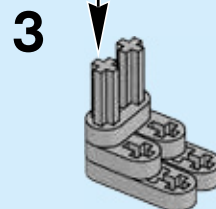
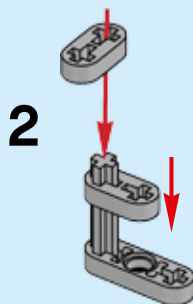
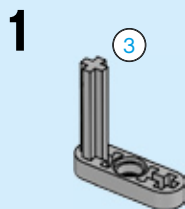
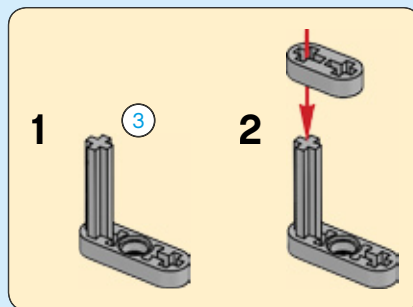


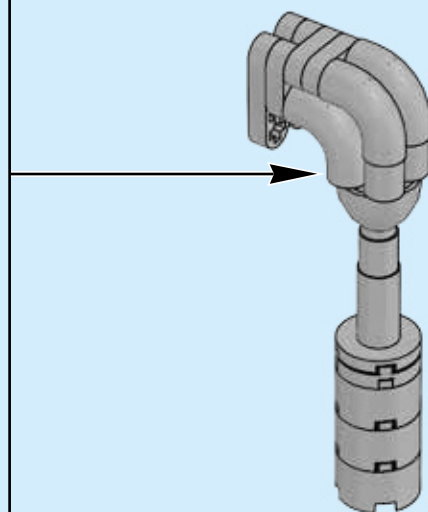
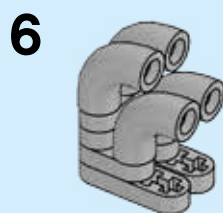
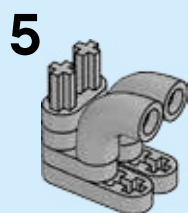
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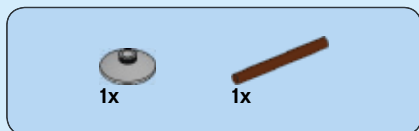




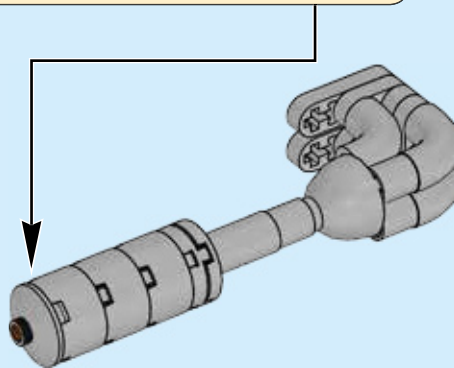
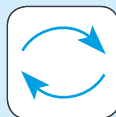
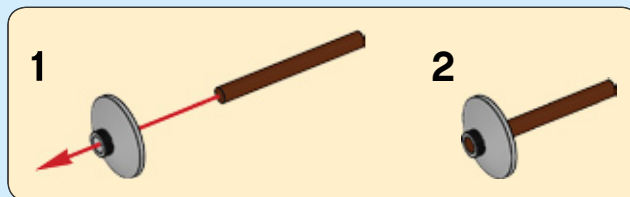
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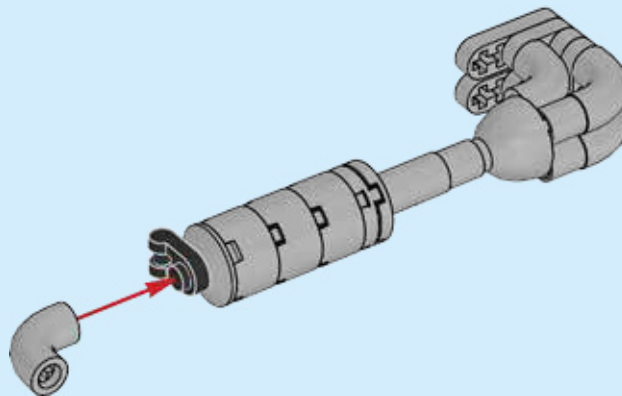




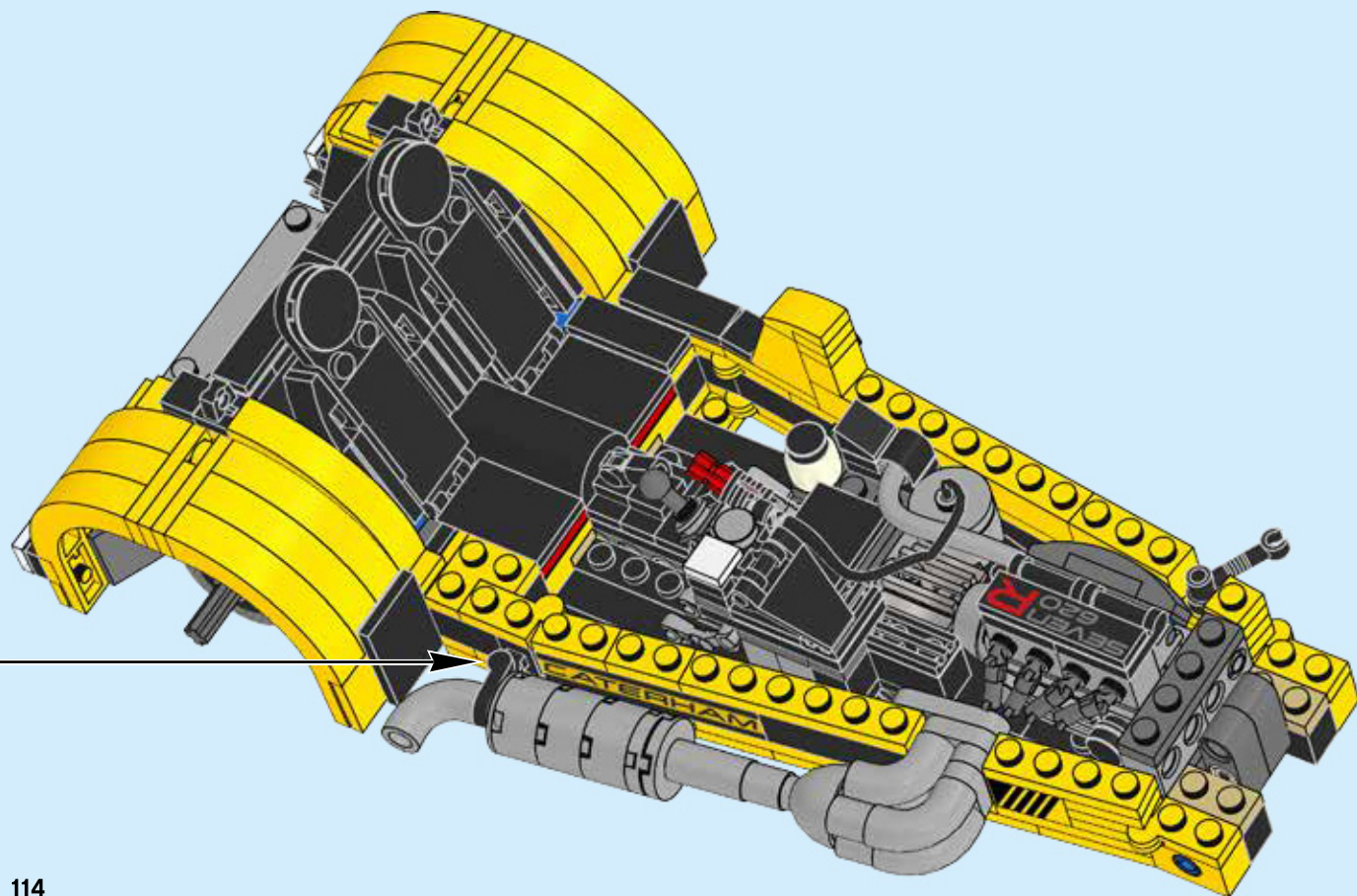
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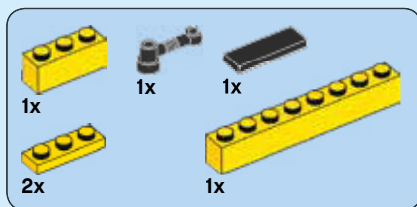


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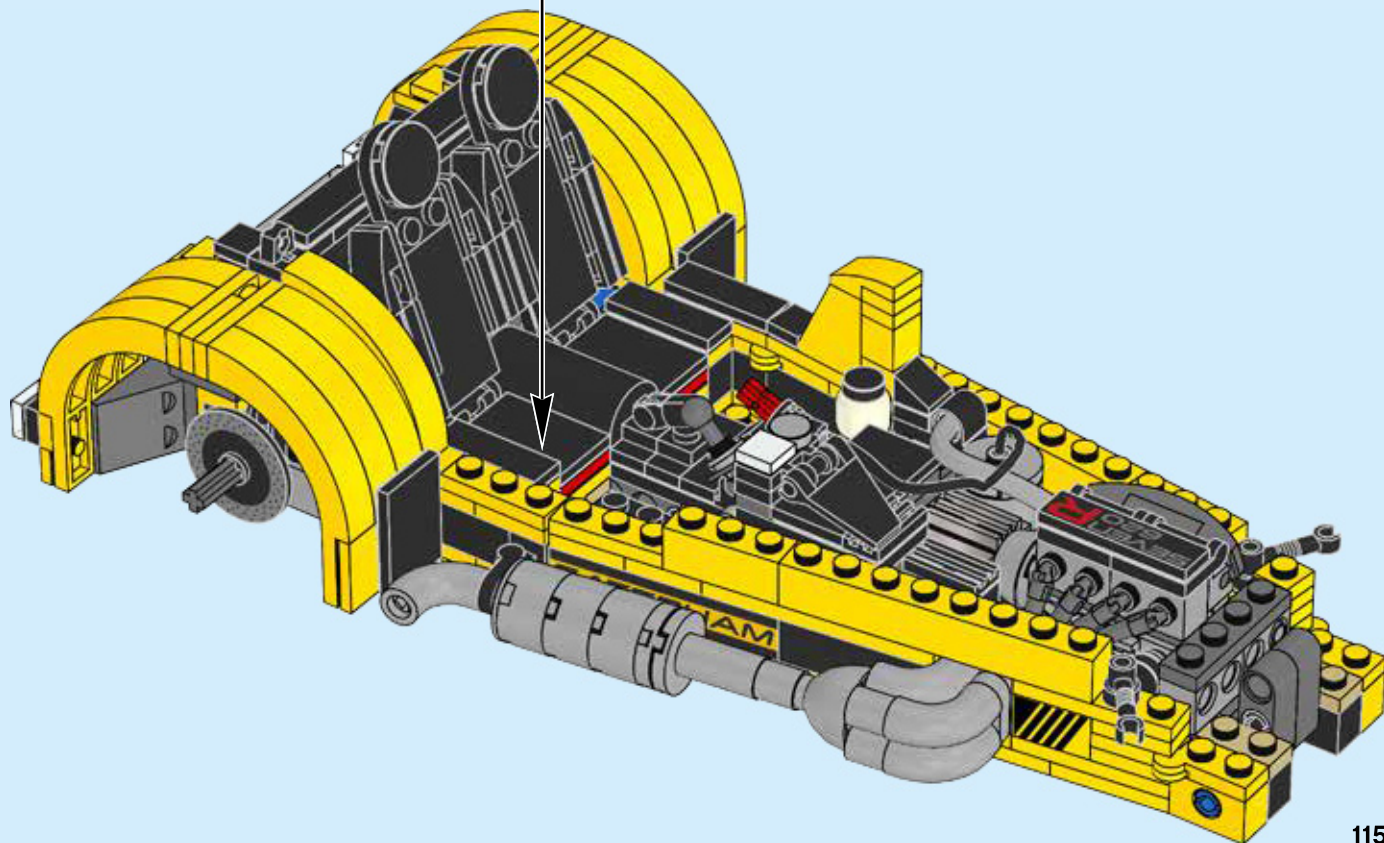


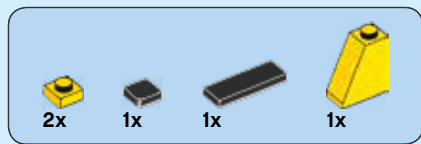
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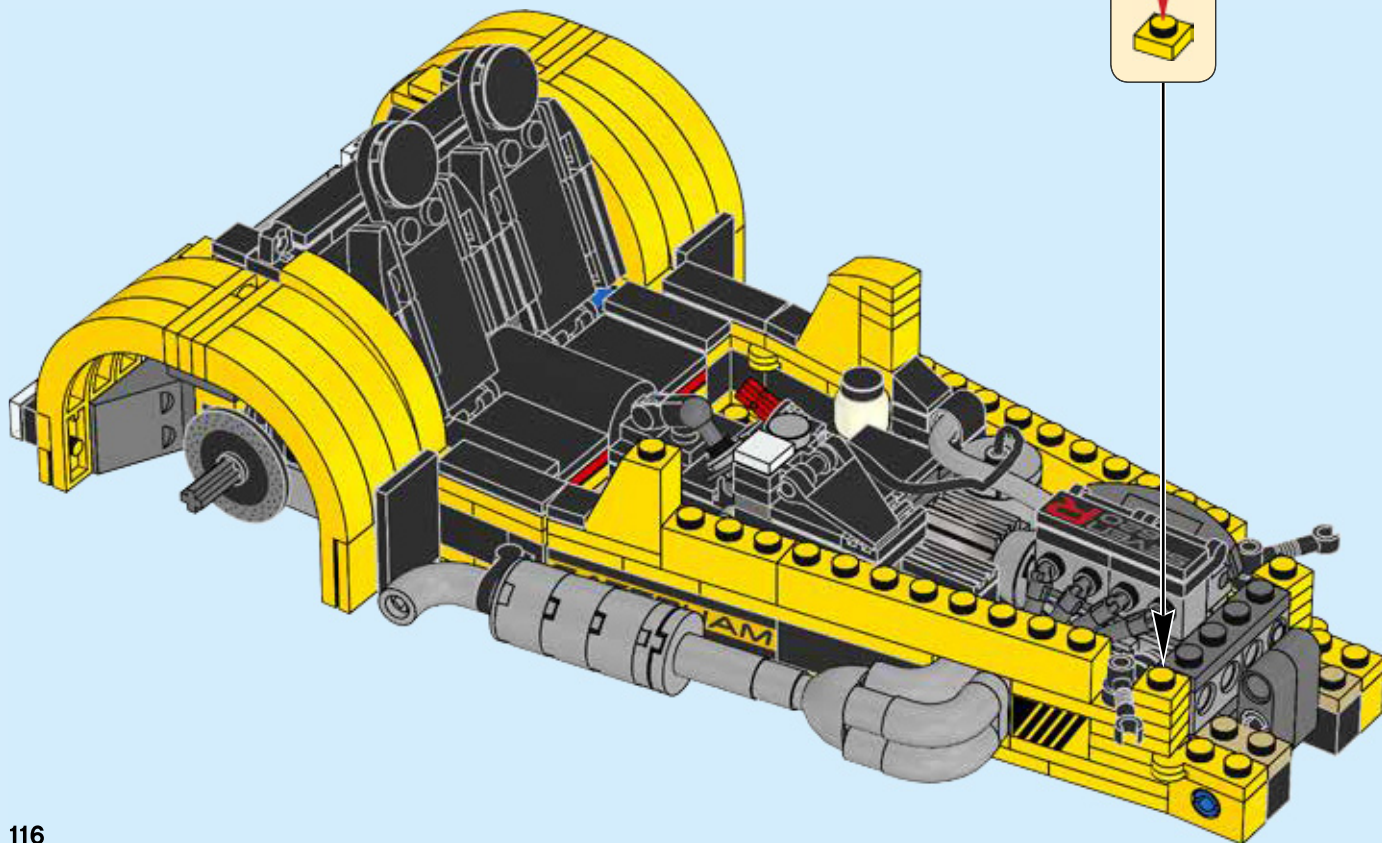


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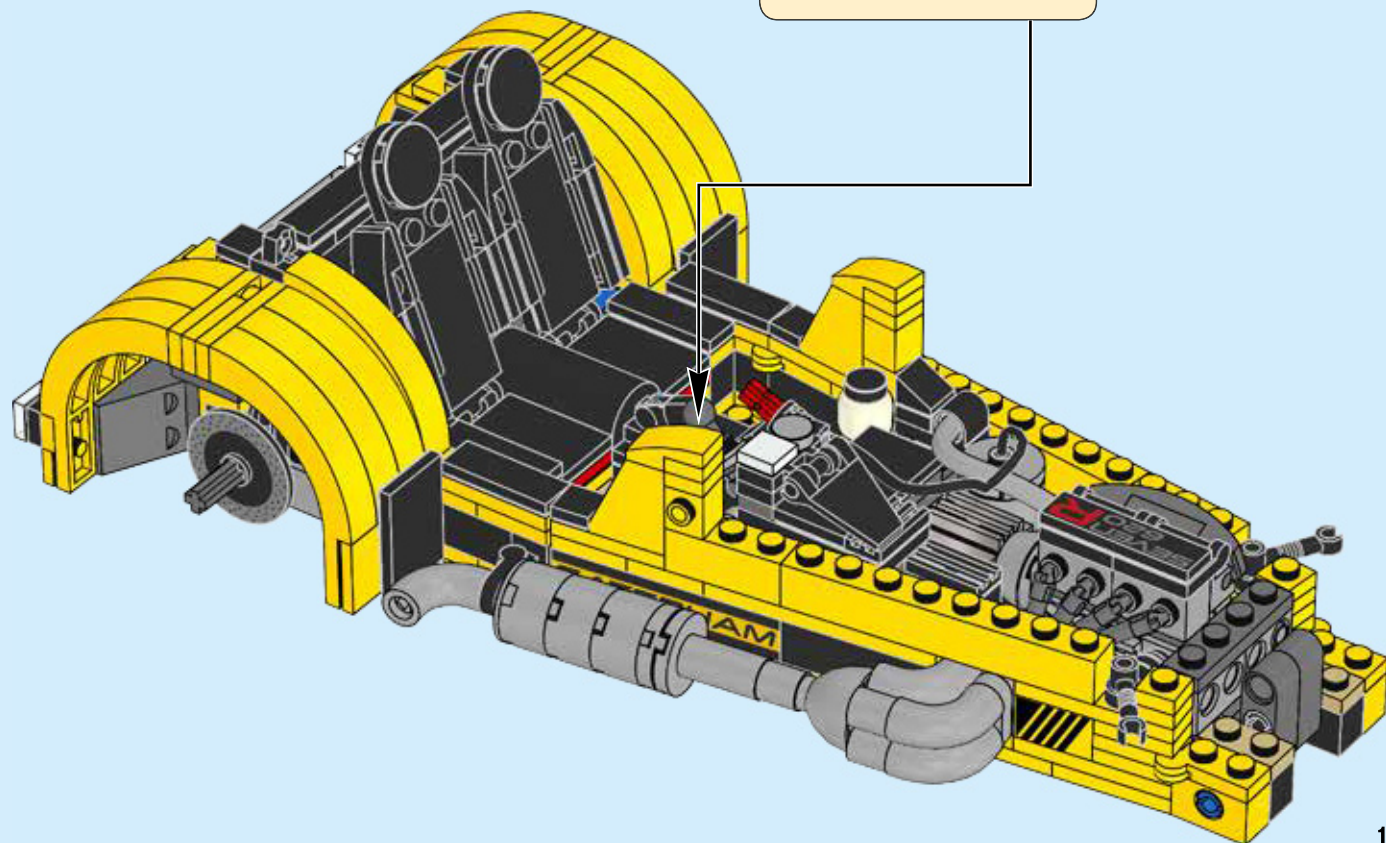
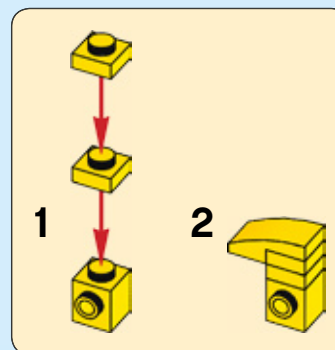


138





139





2x

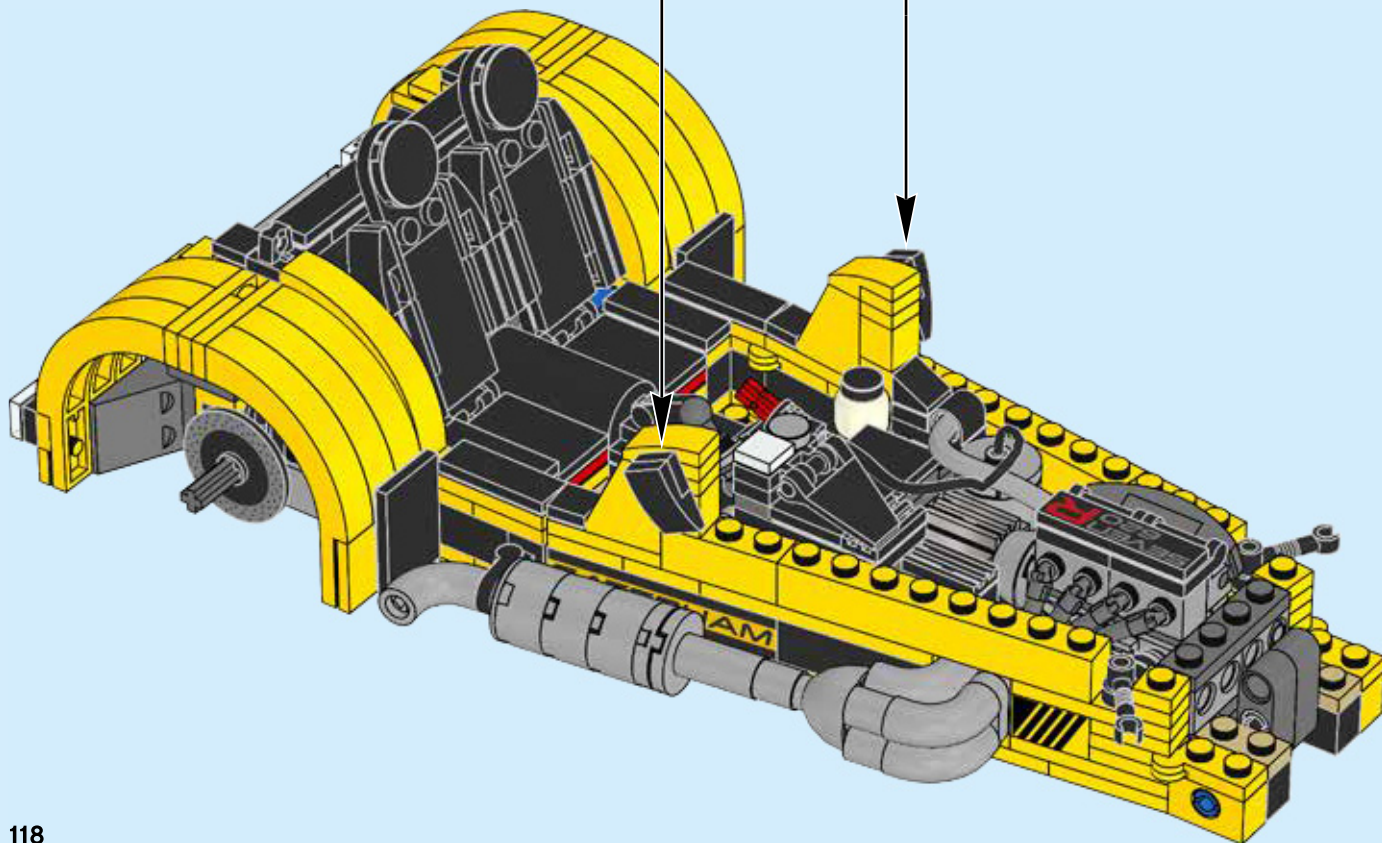


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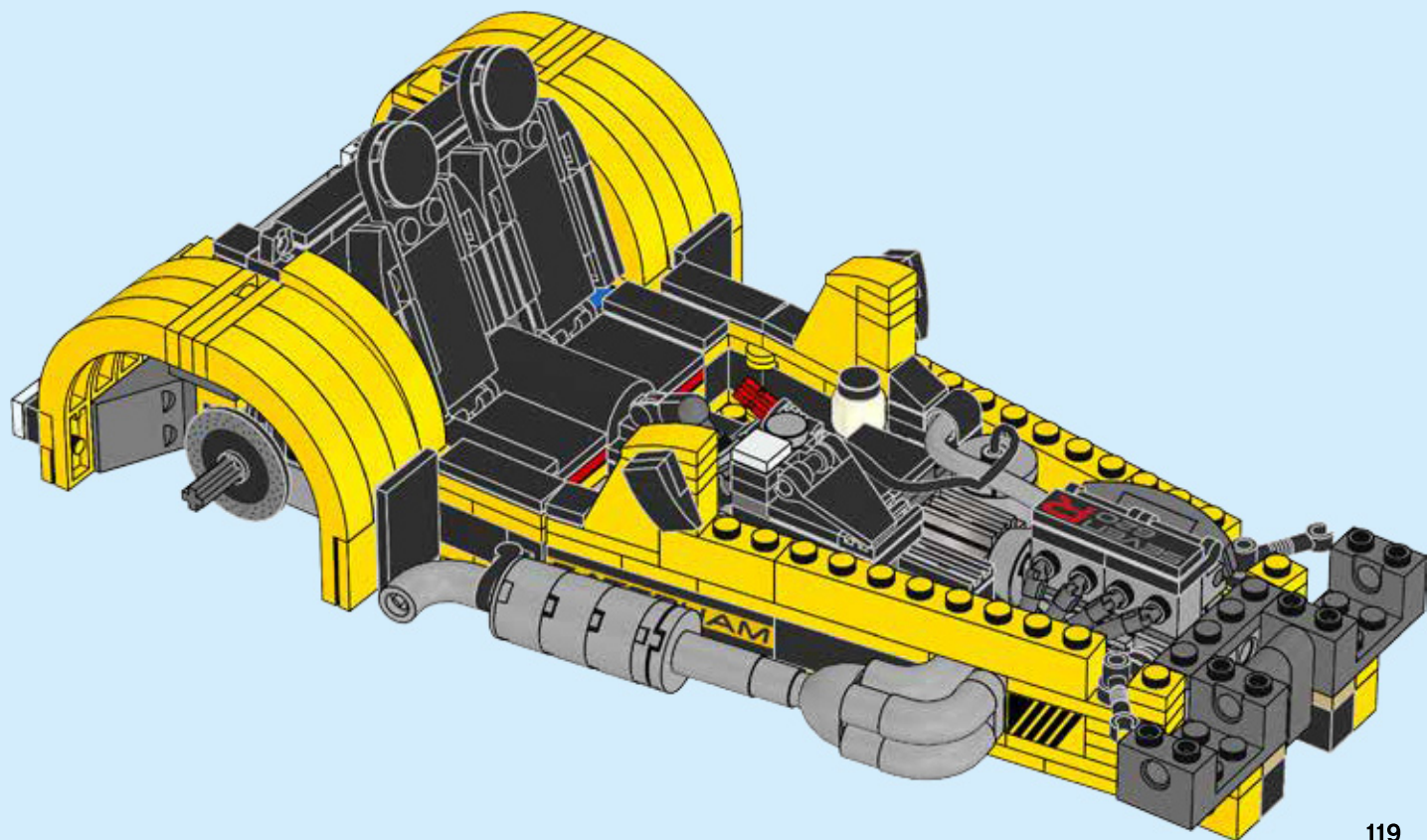
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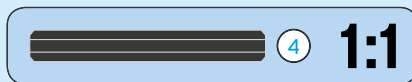
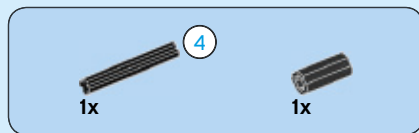




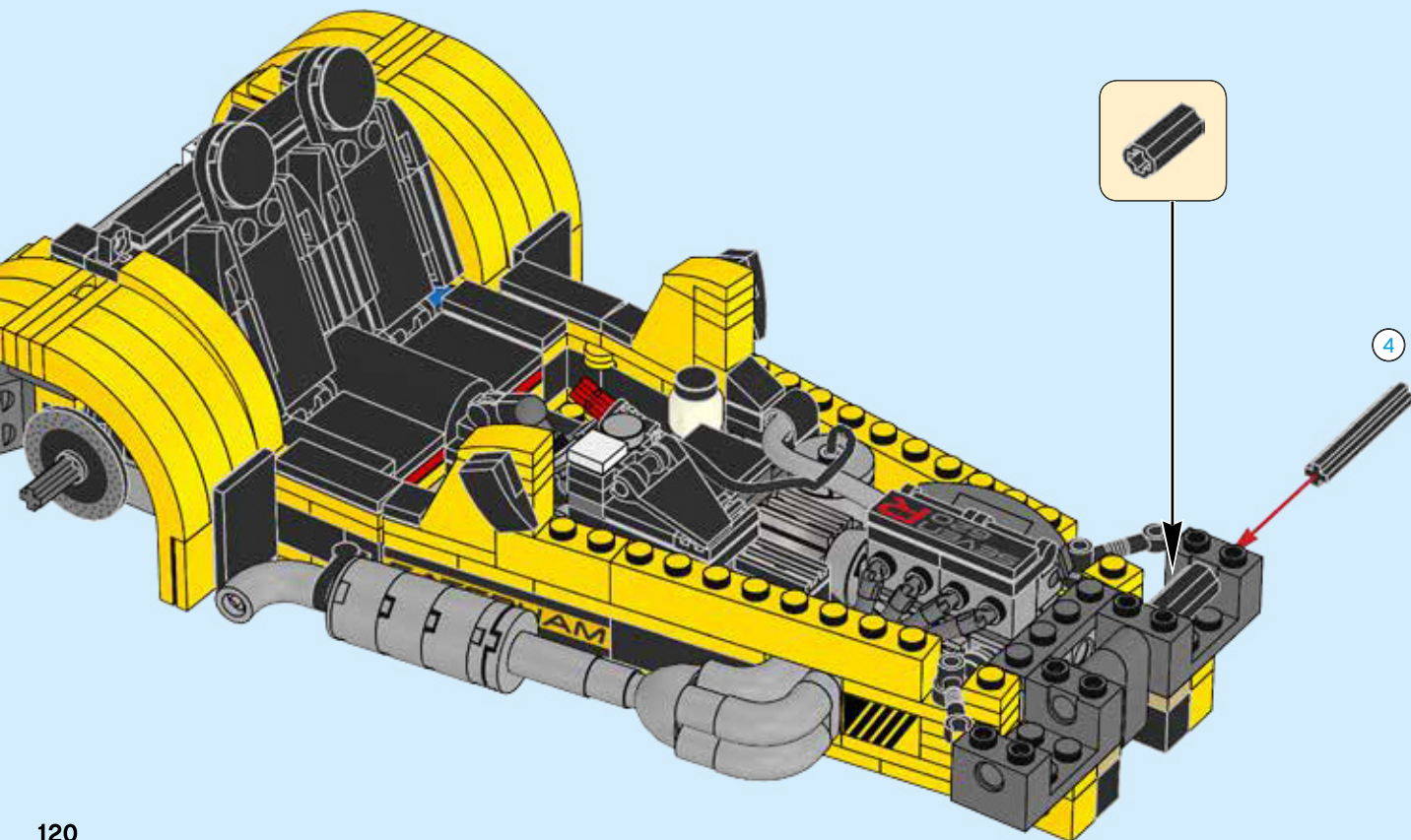
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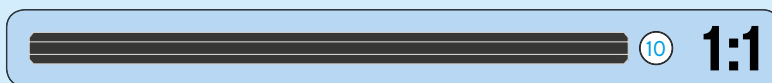
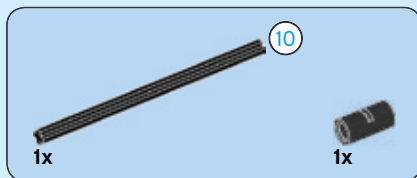
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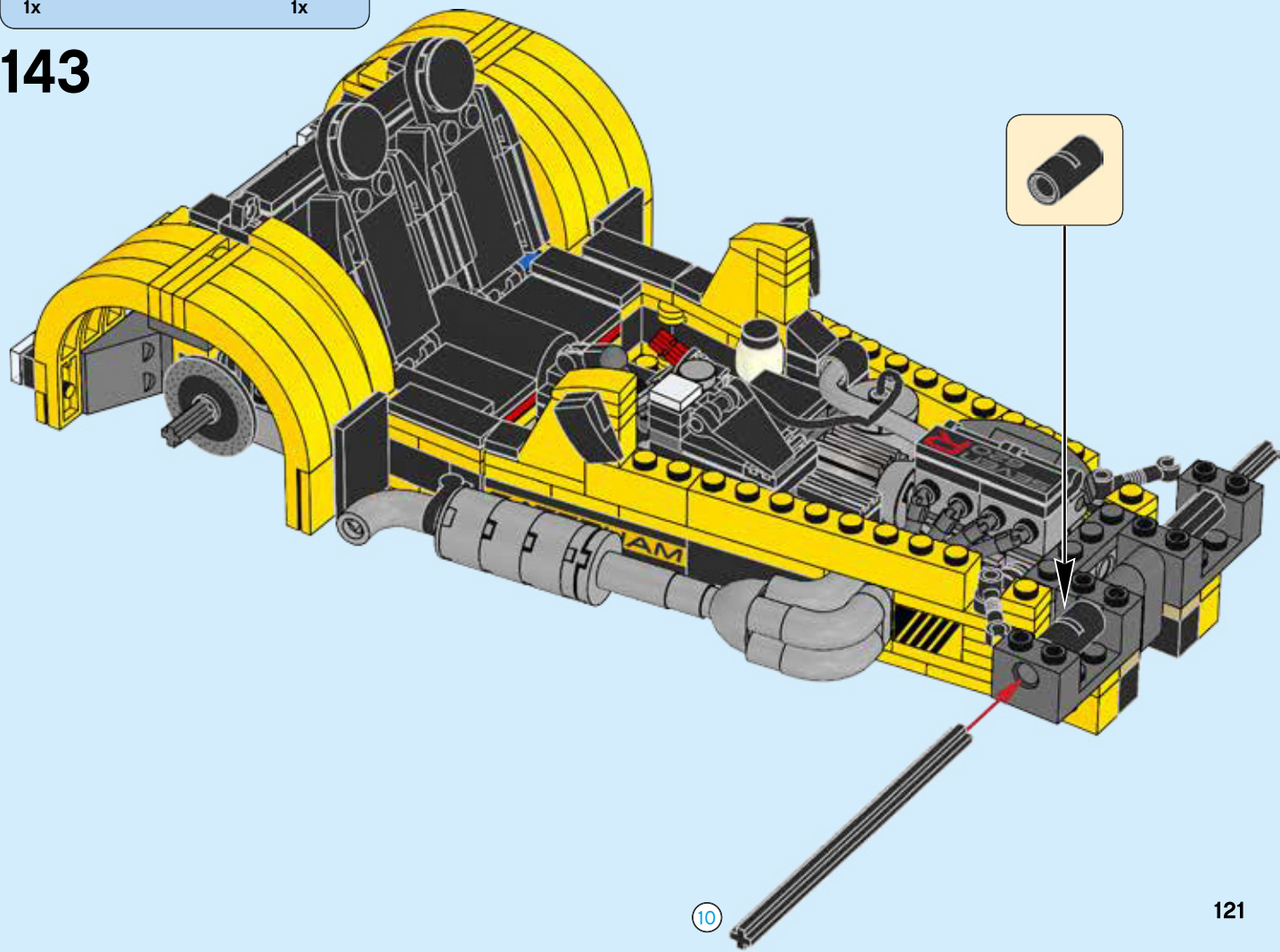


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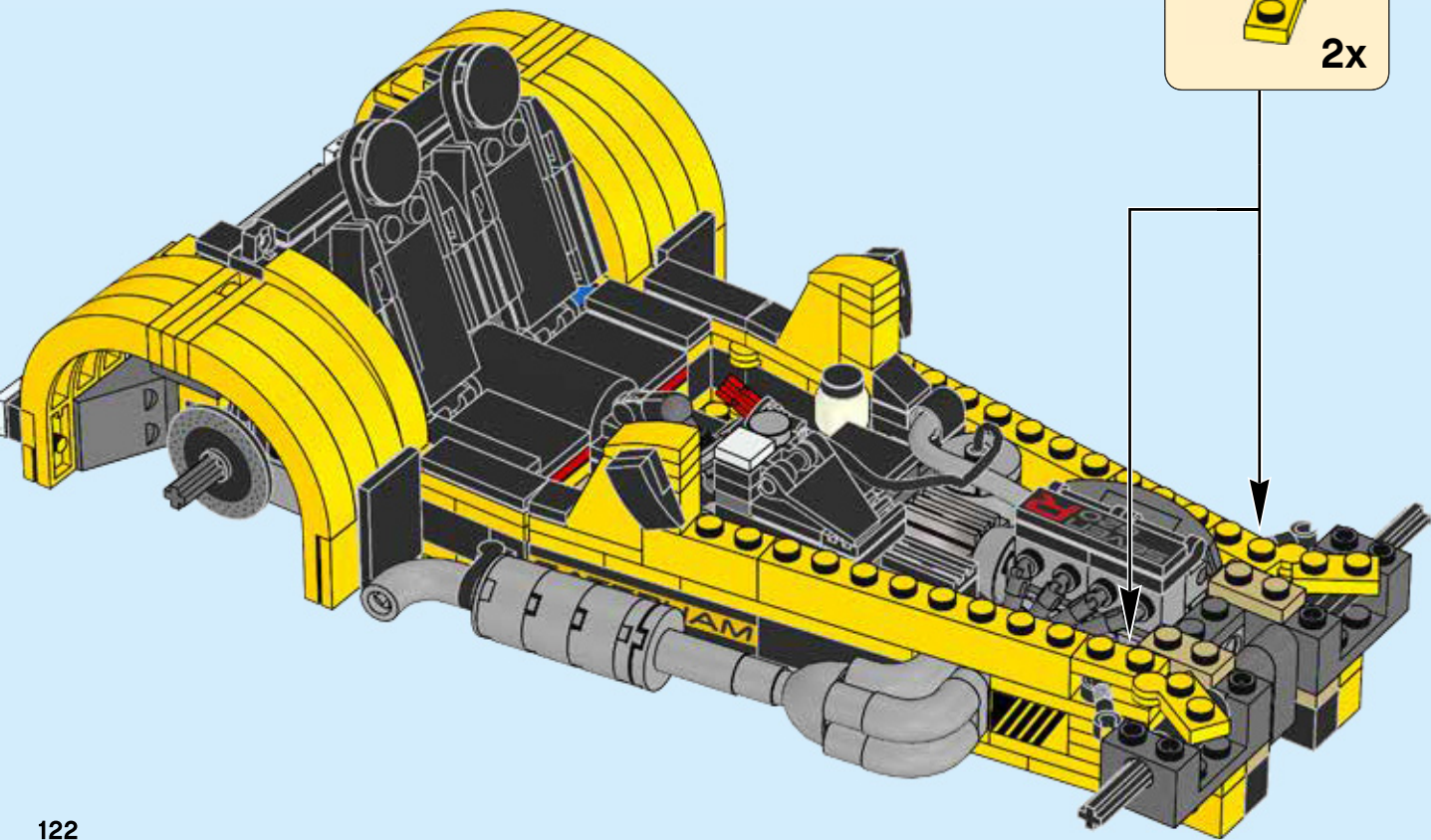
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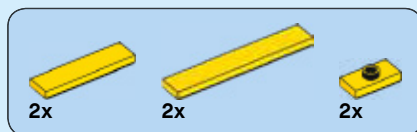

2x


2x

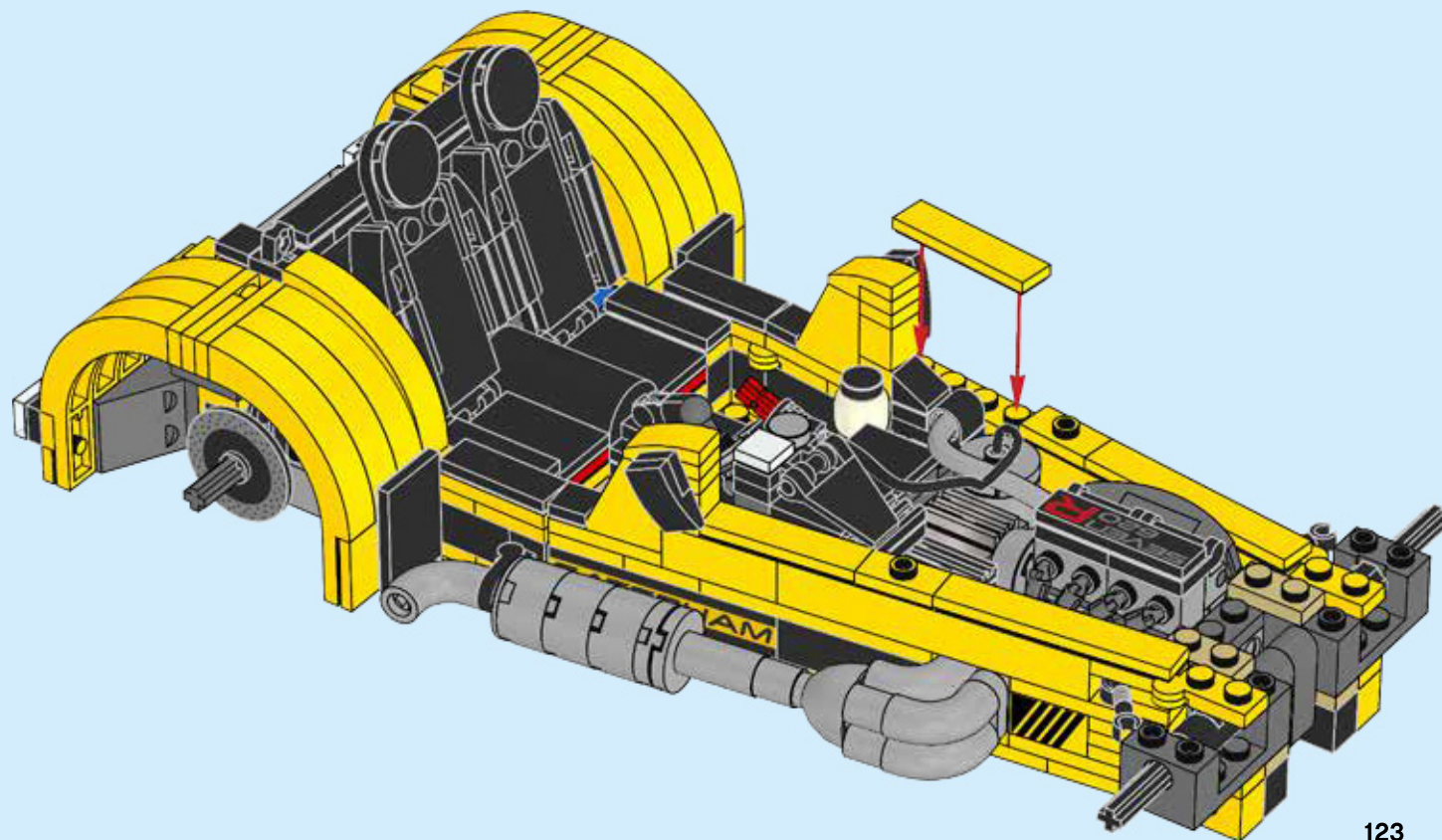
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2x

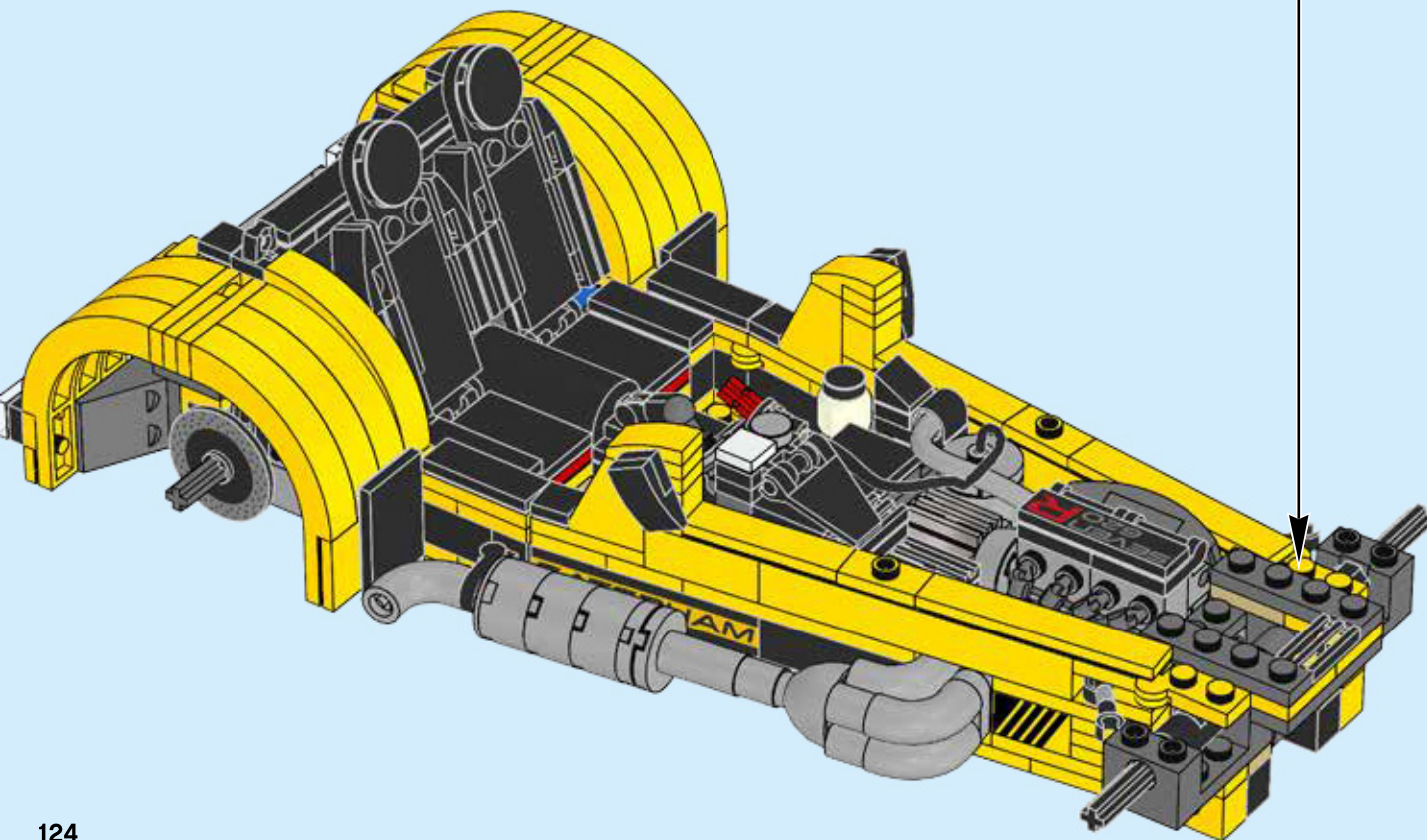
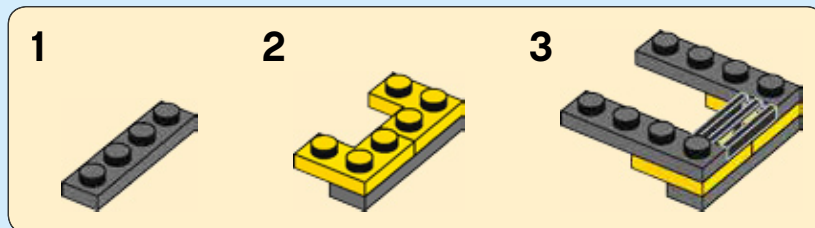


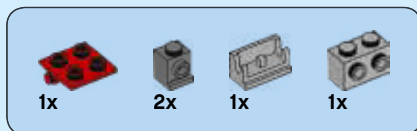
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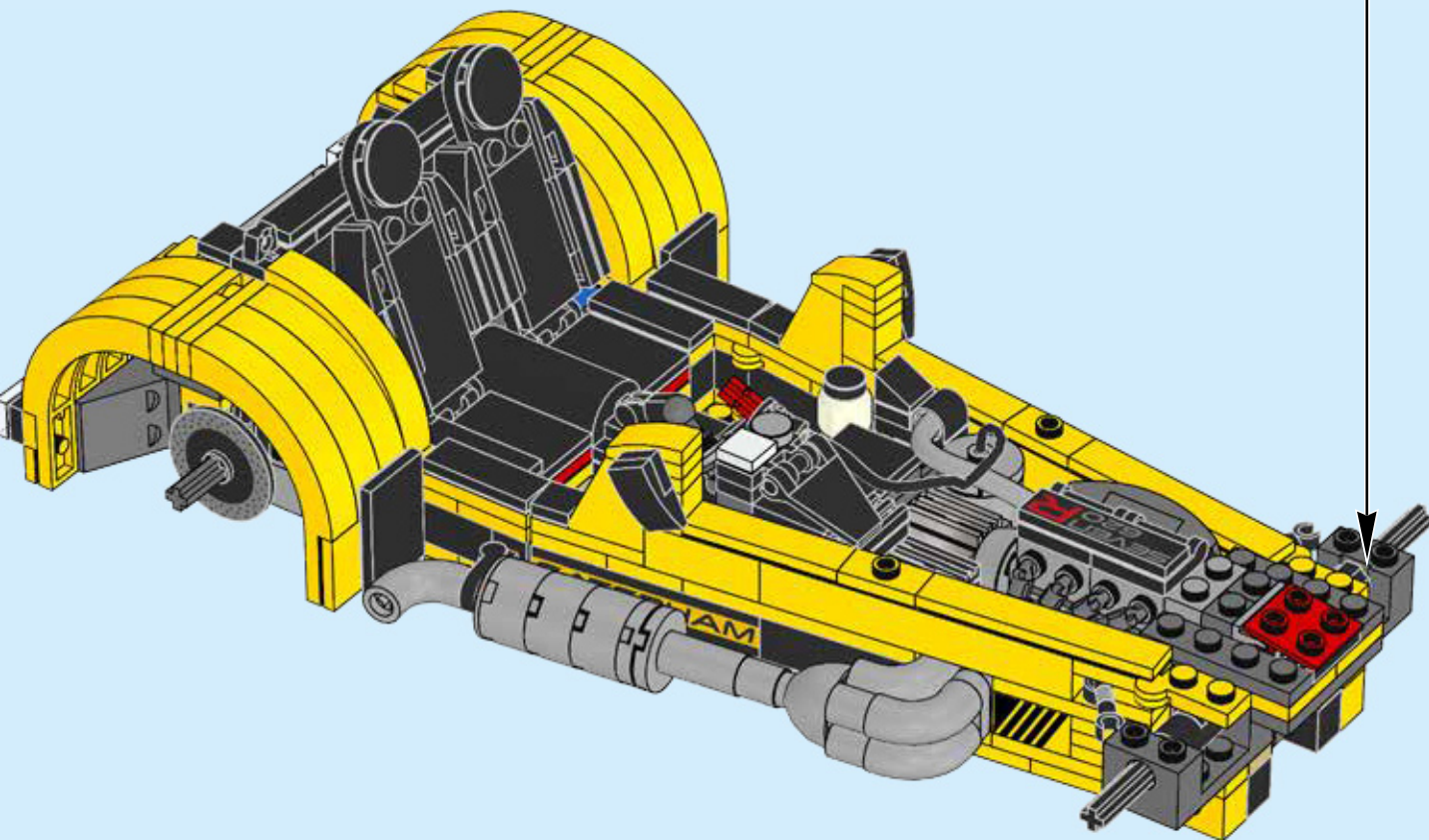
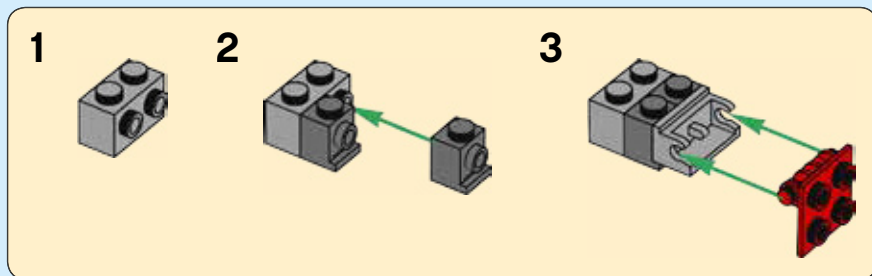


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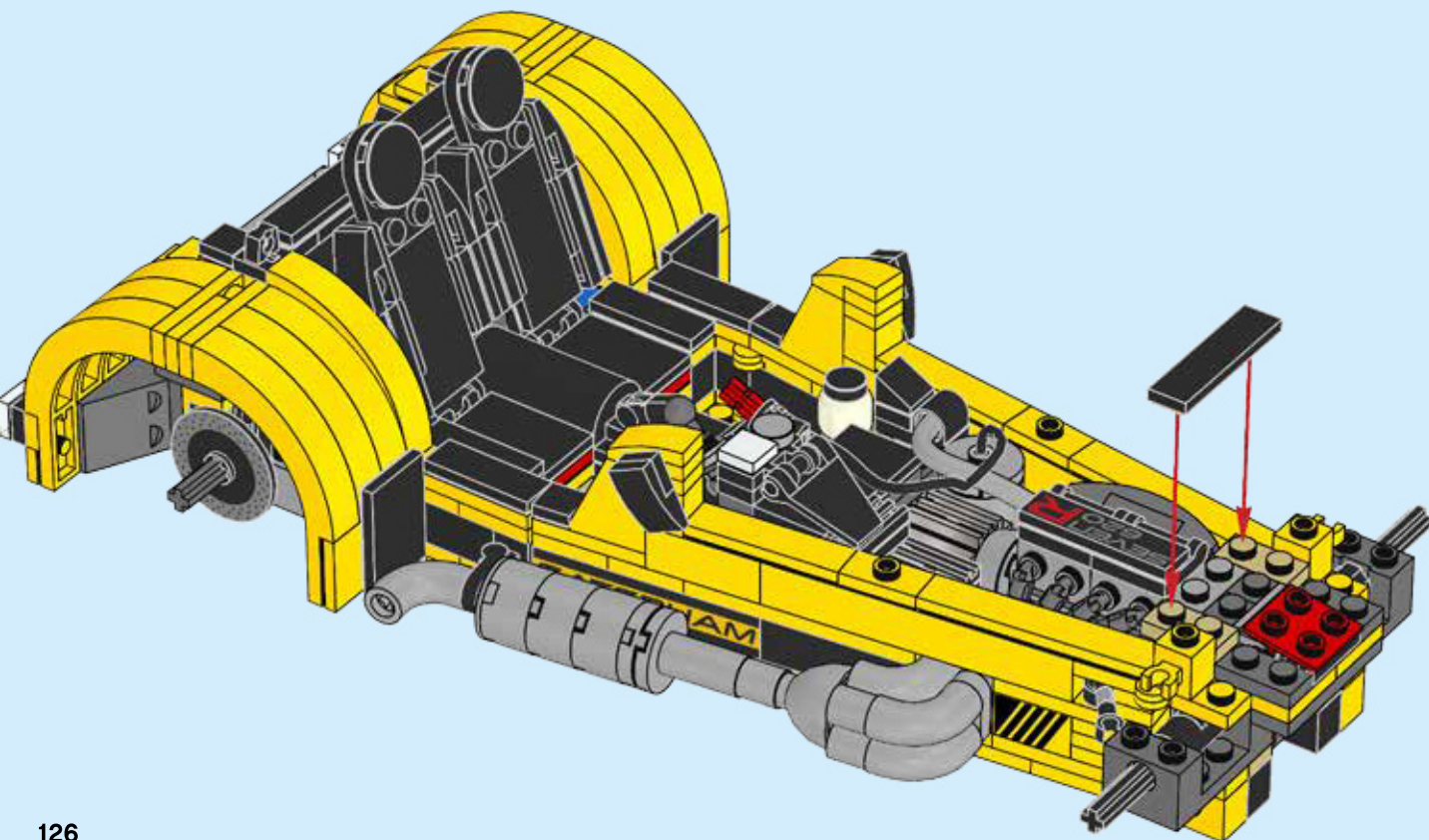


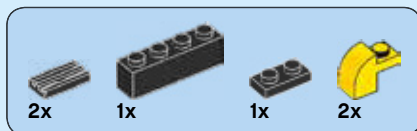
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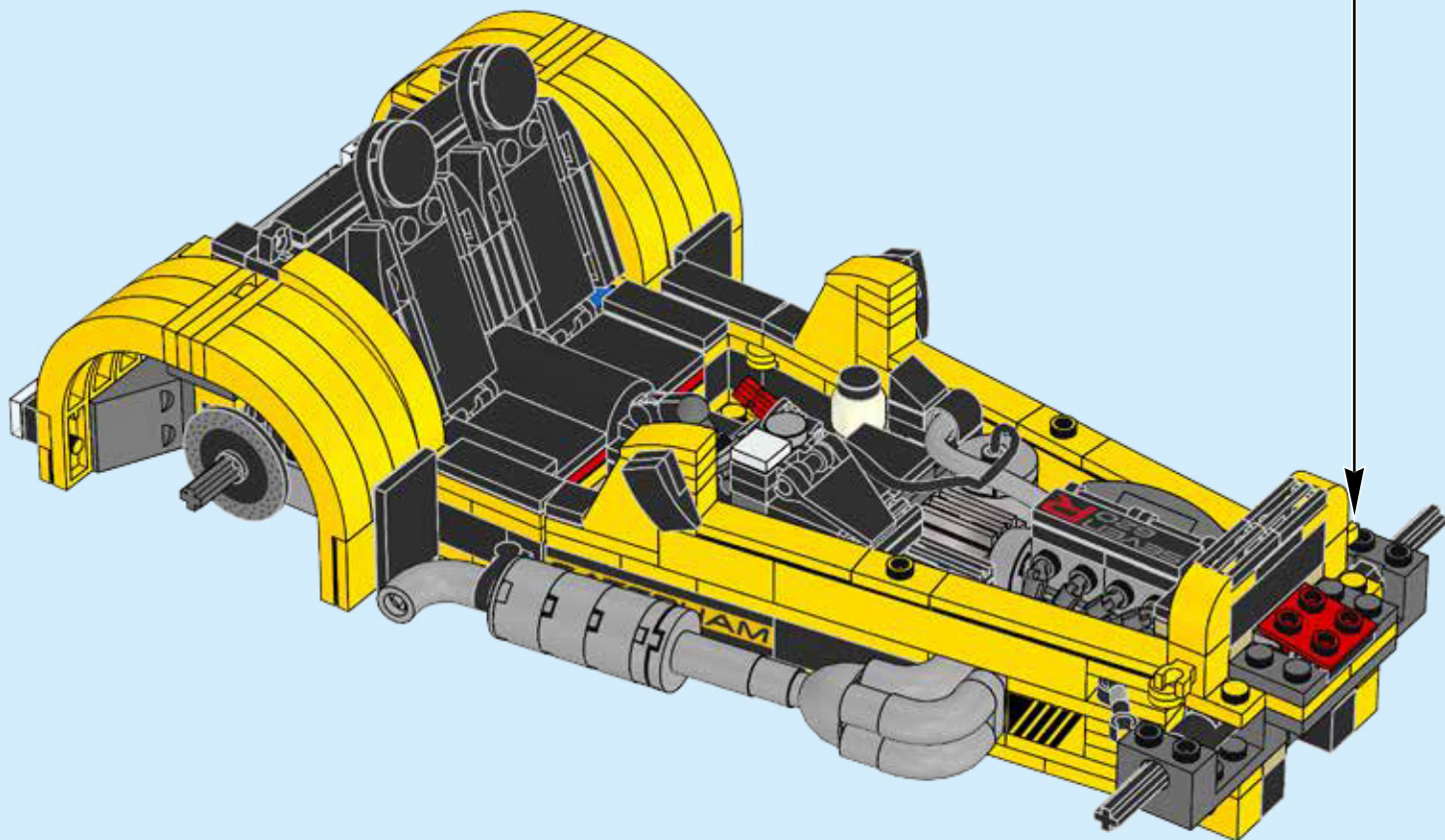
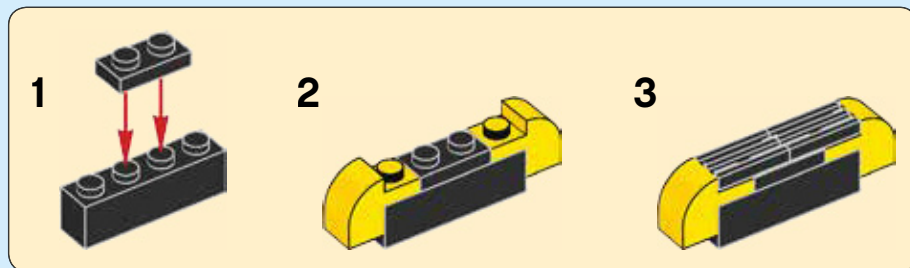


148





149





1x

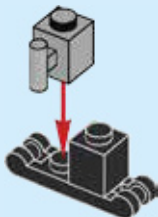


1x



1x

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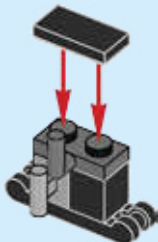


1x



1x

151

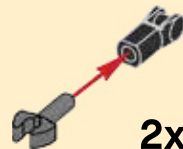


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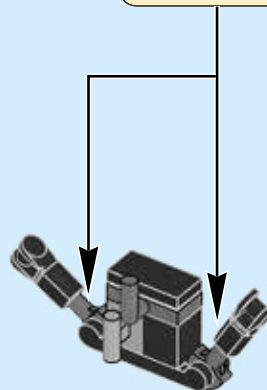


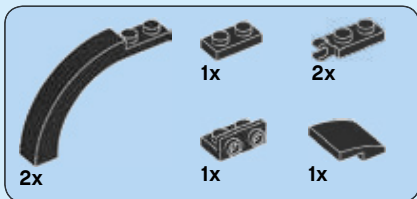
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152



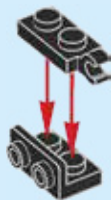
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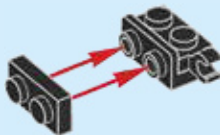


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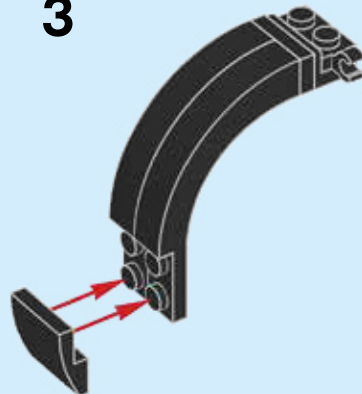
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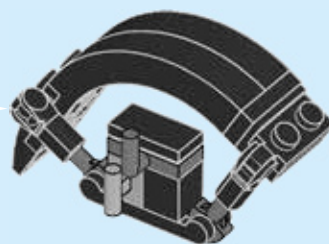
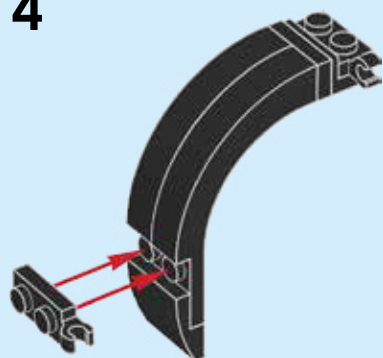
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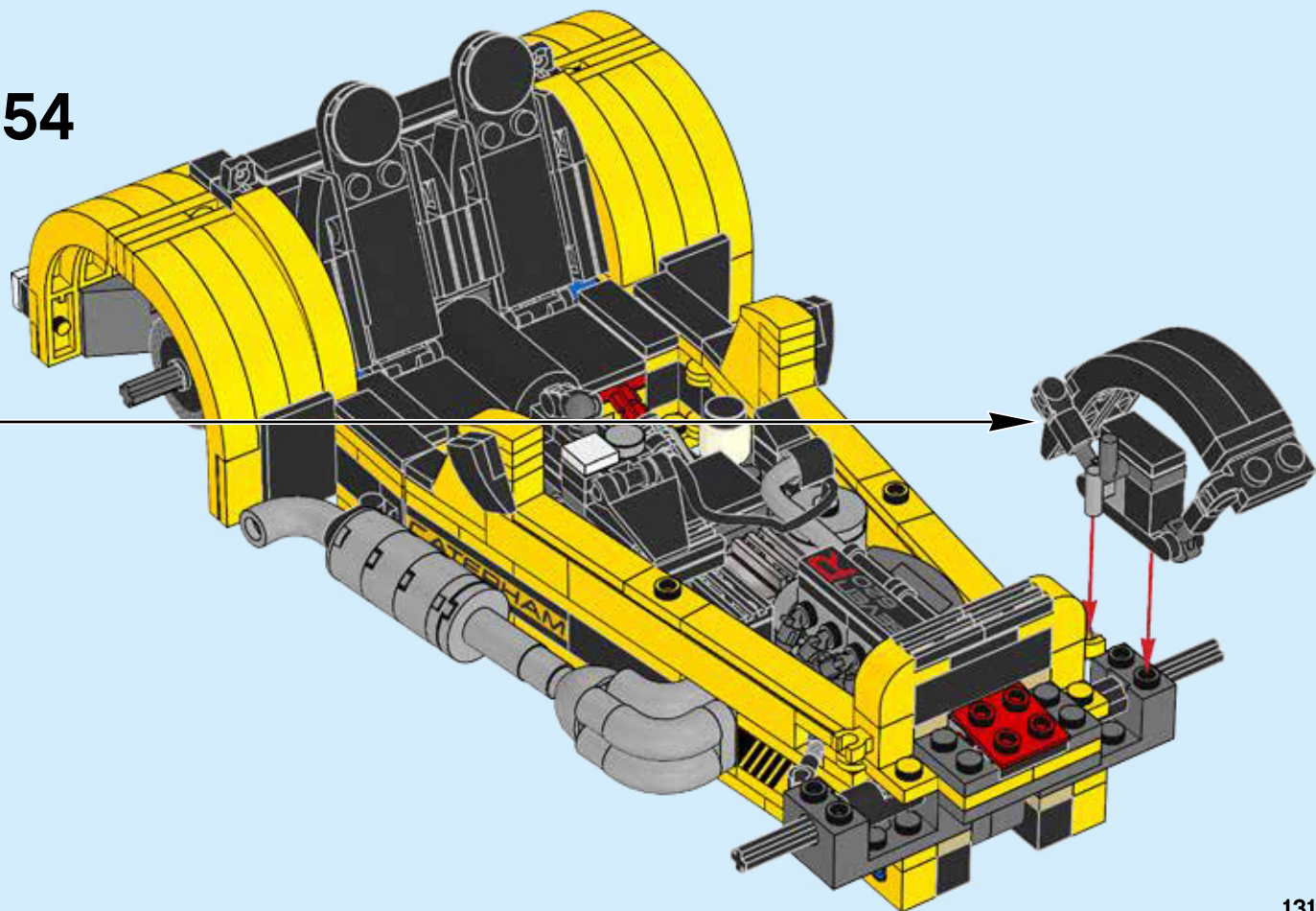
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4



154





1x

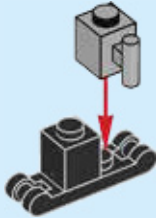


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1x

155

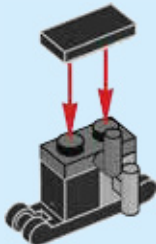


1x



1x

156

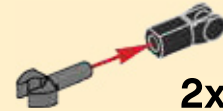


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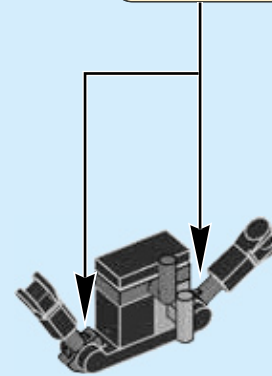


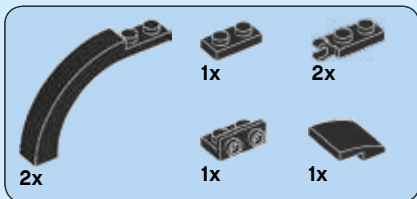
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157

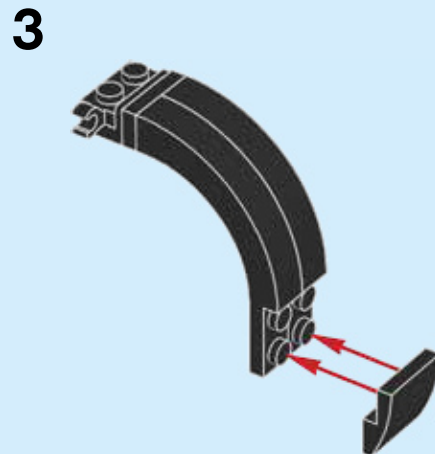
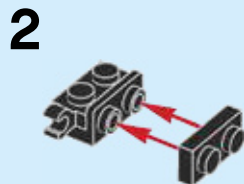
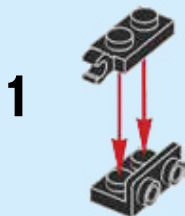


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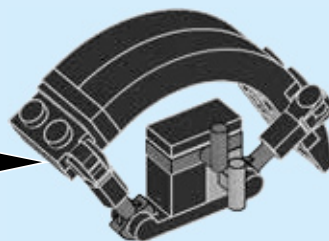
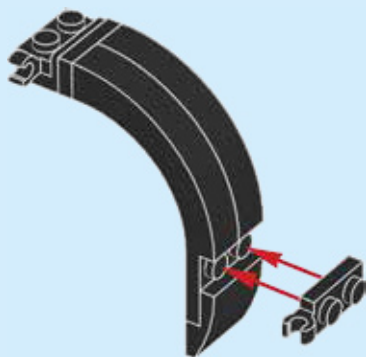




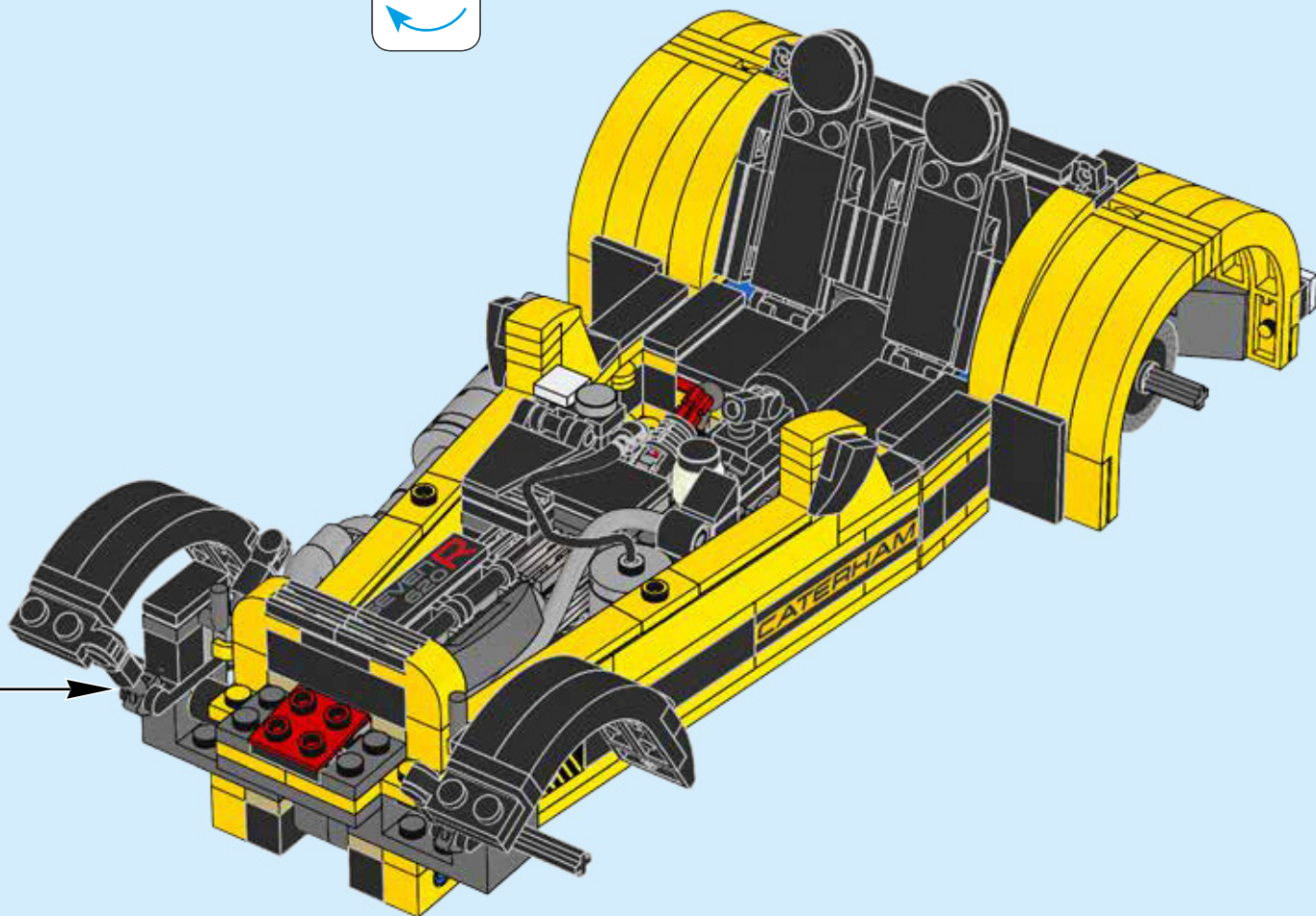
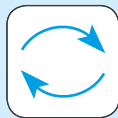
158



4



159





2x

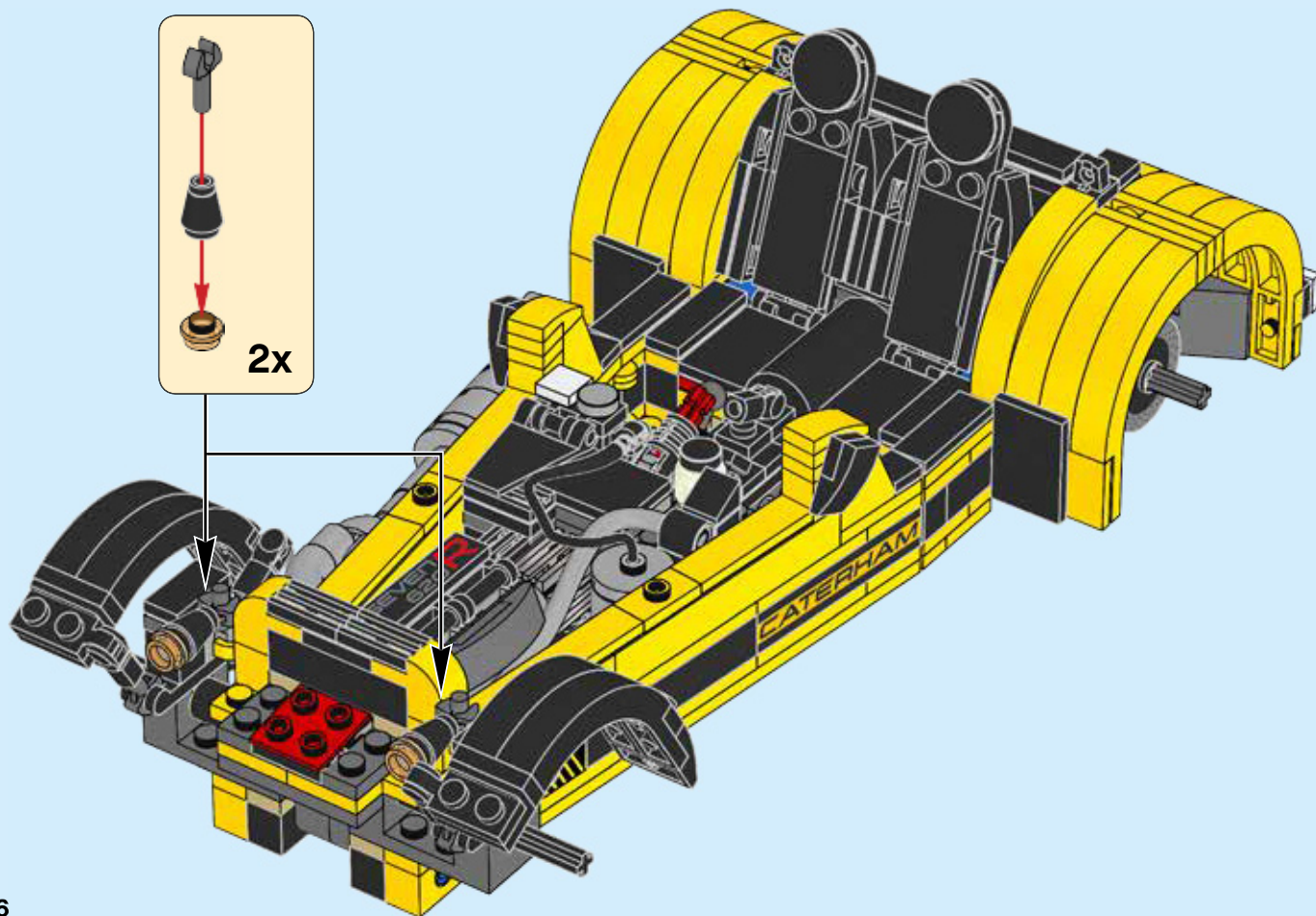
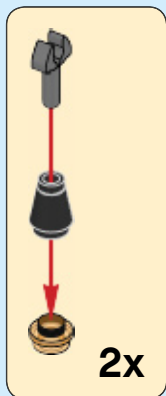


2x



2x

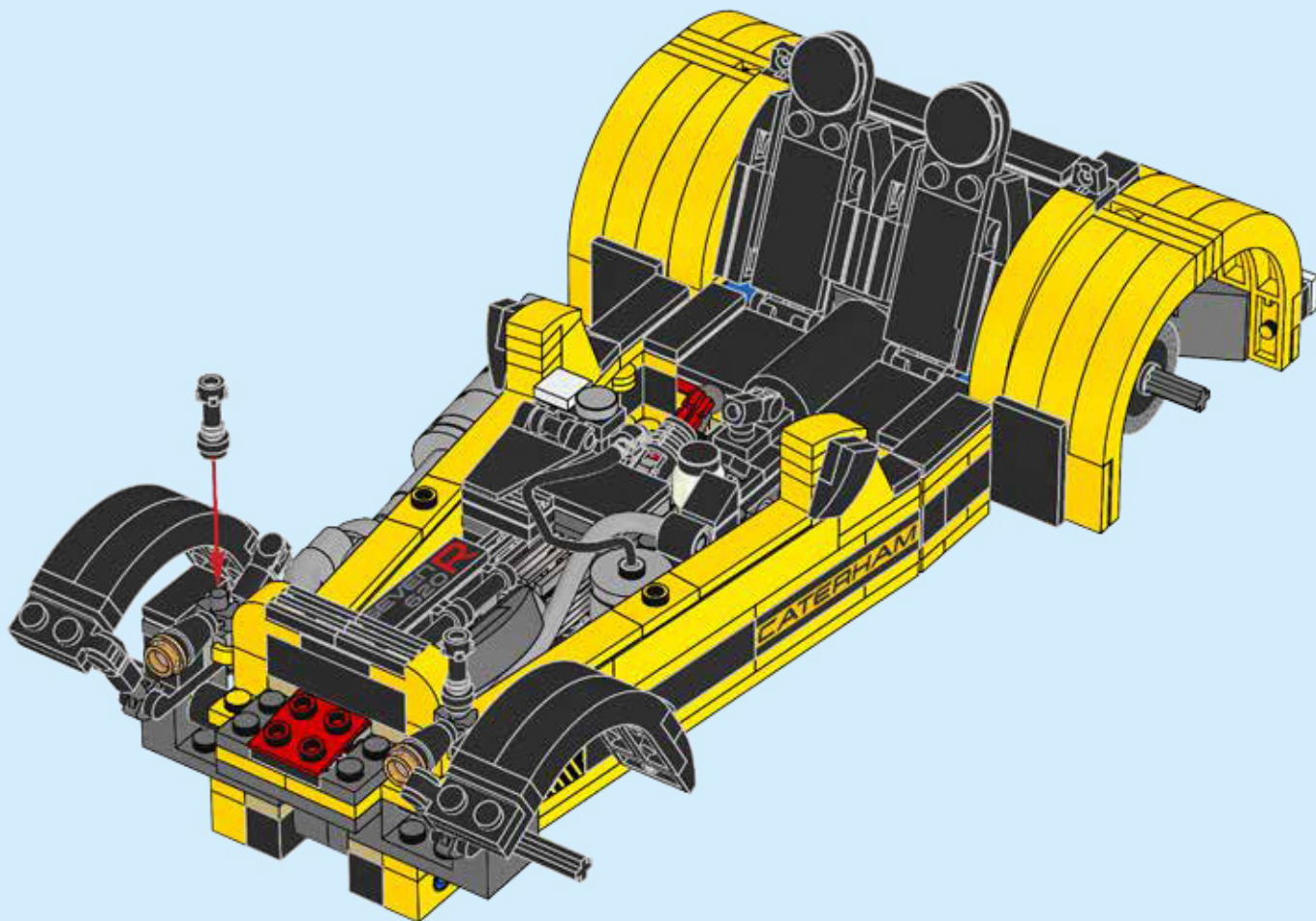
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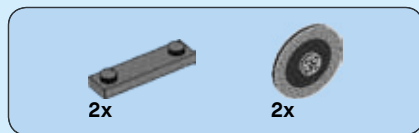




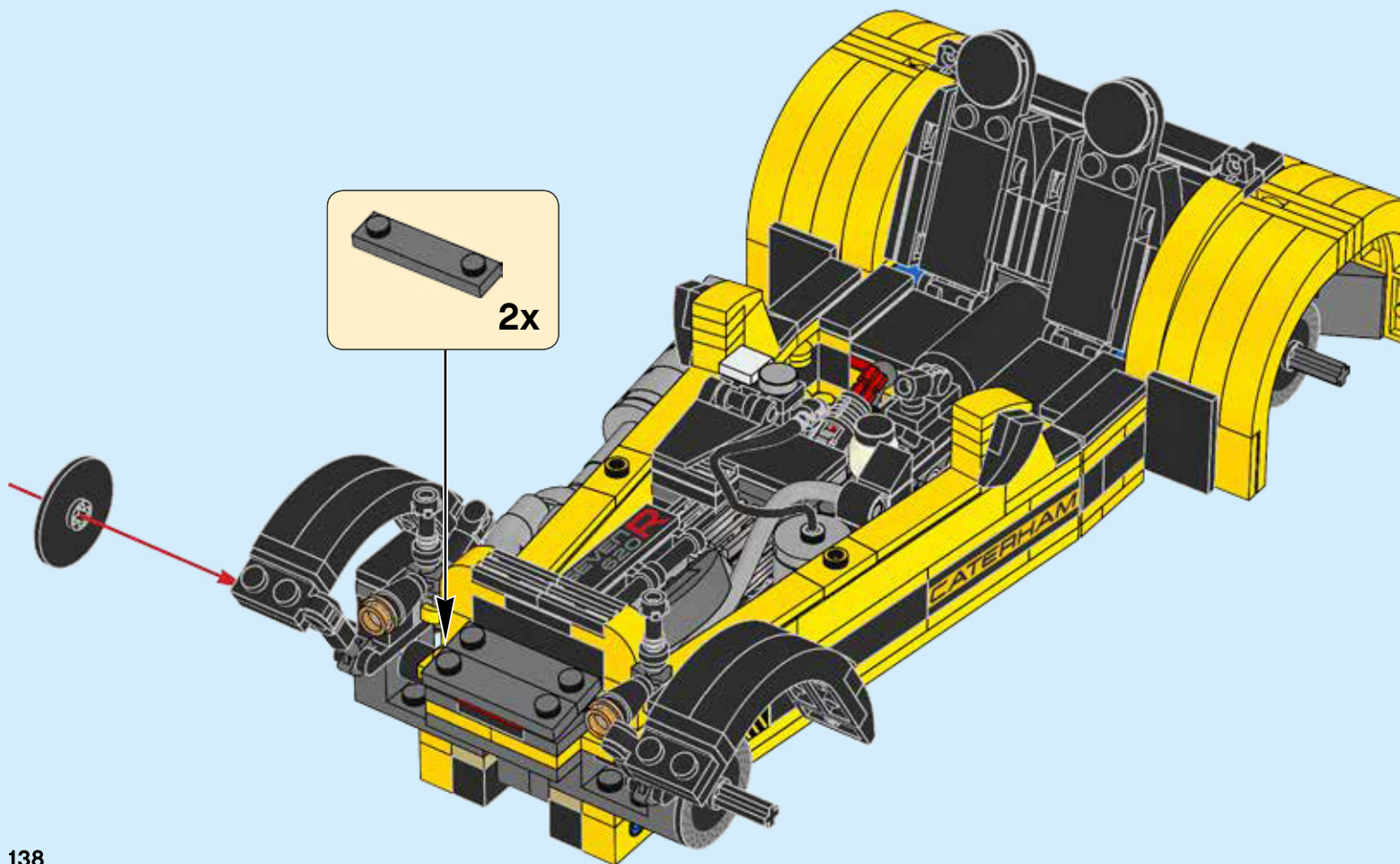
2x

161





162





2x

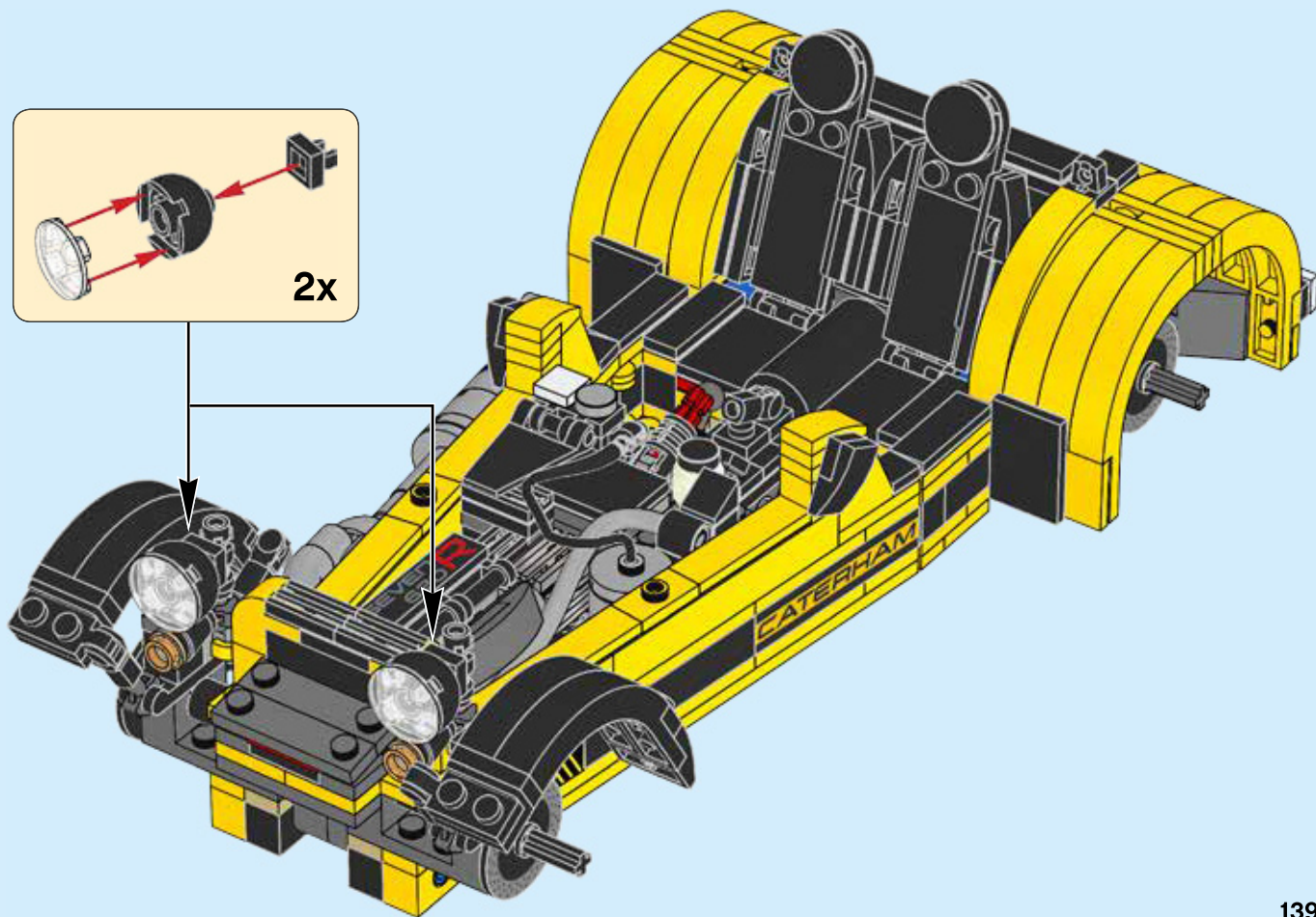
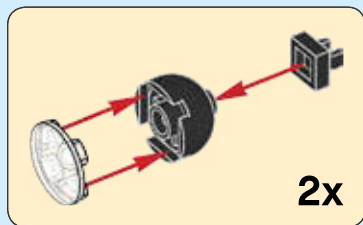


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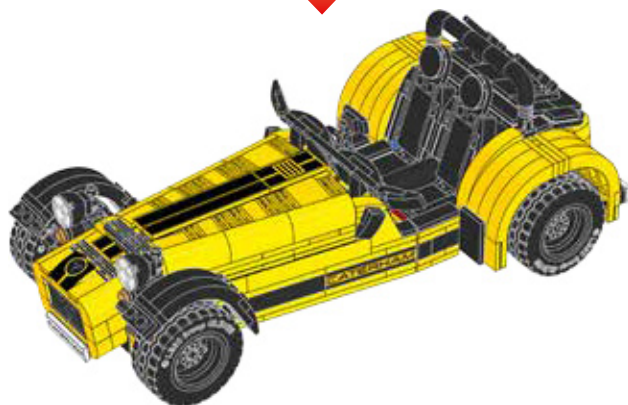


2x

163

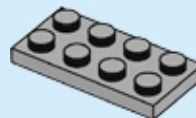


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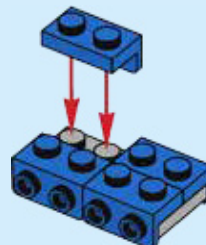
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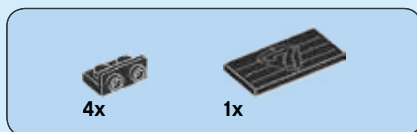
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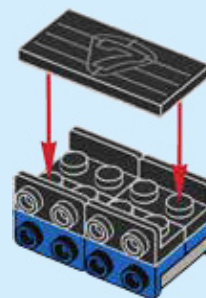
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165

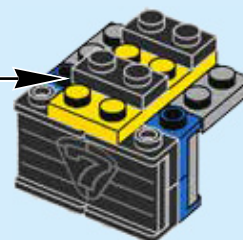
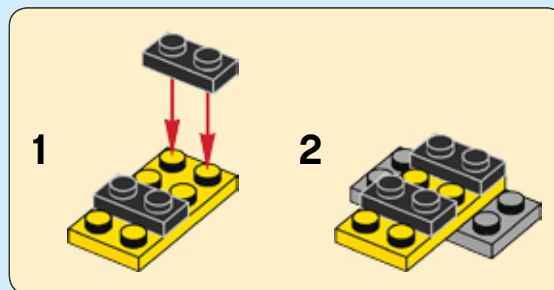
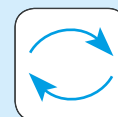


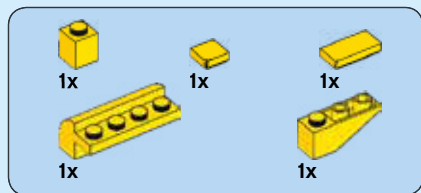


166

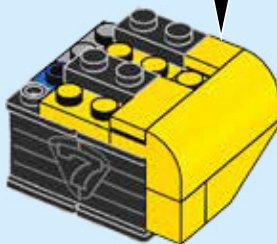
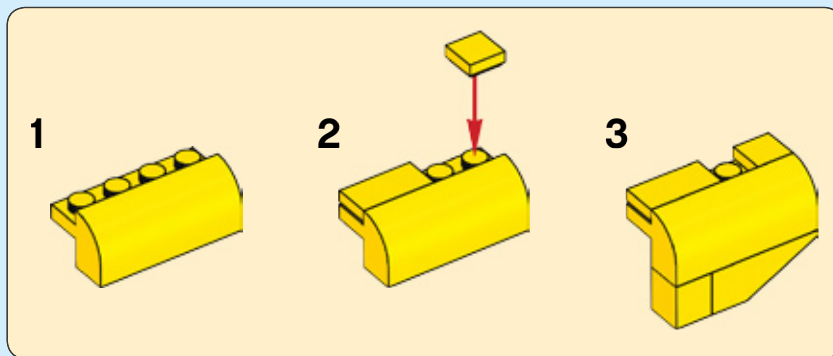


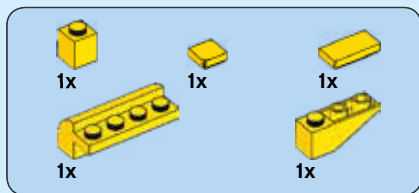
167



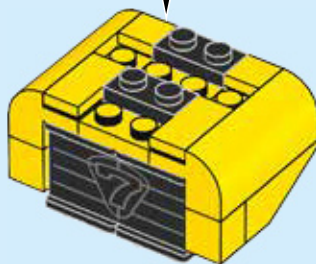
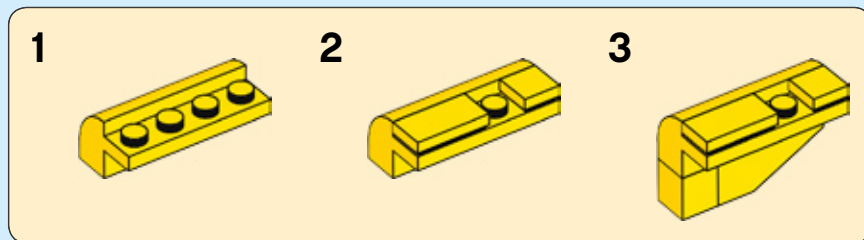


168





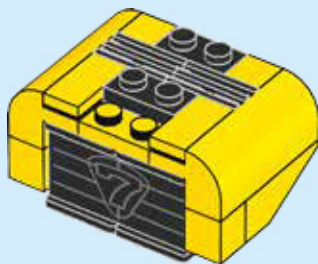
169





2x

170

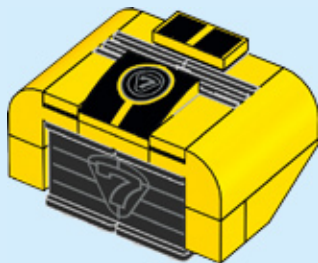


1x



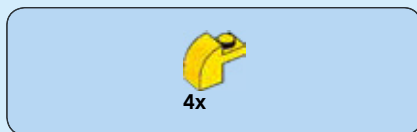
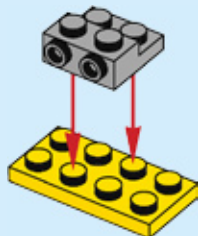
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171

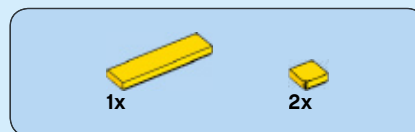
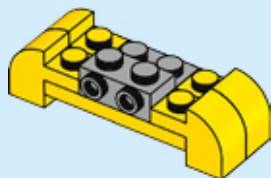




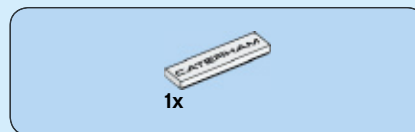
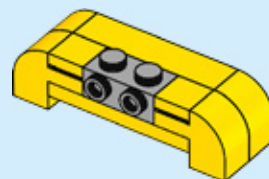
172



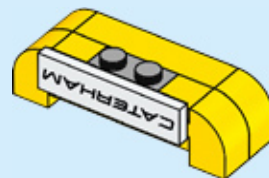
173



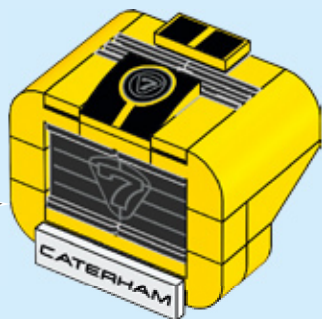
174



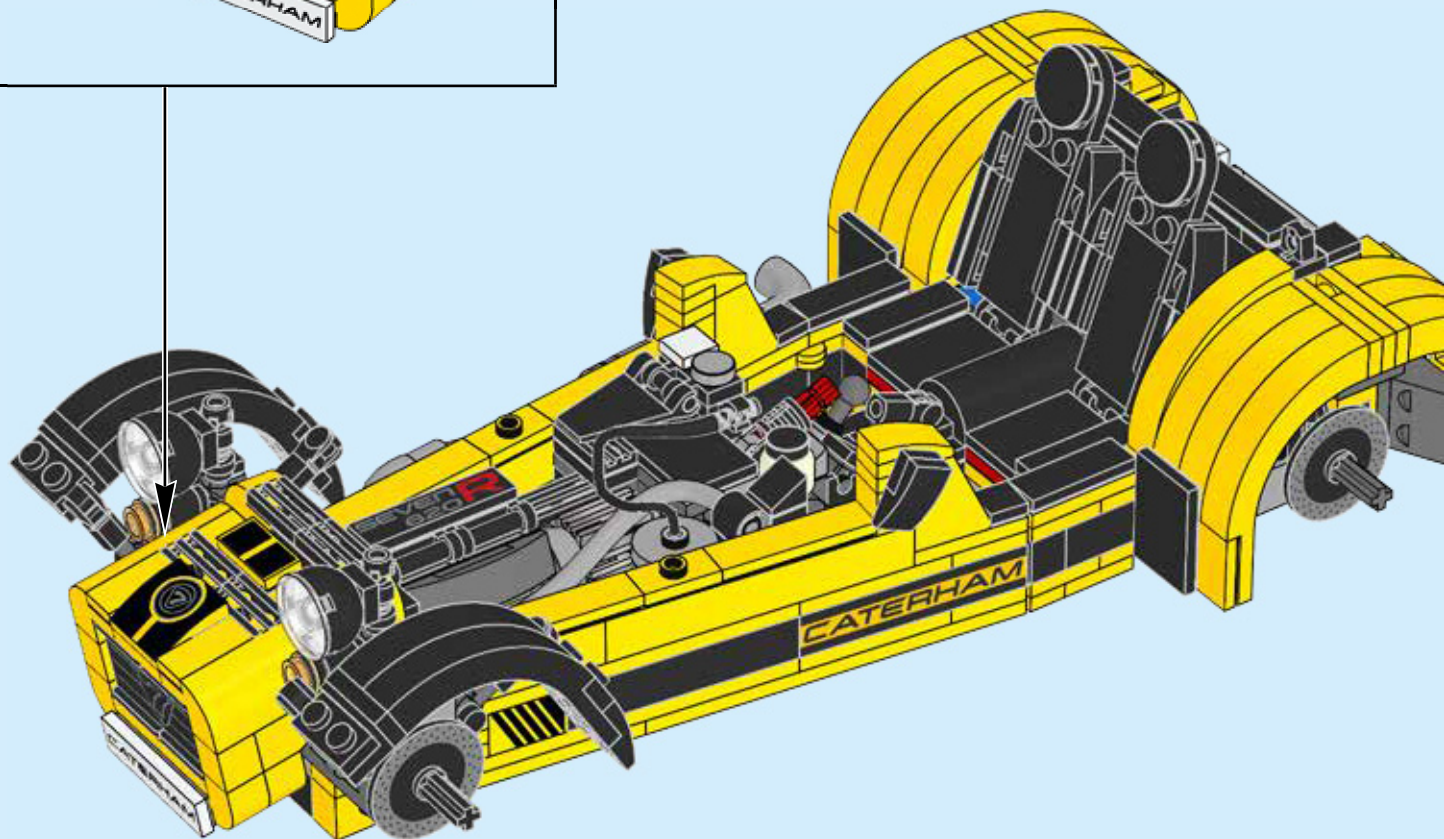
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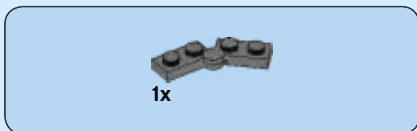
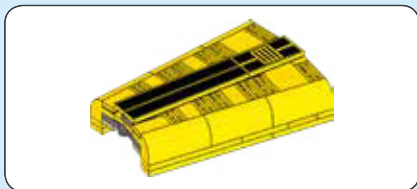


176



177





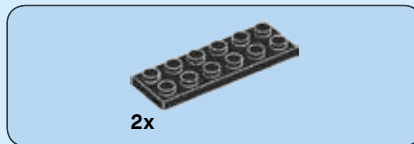
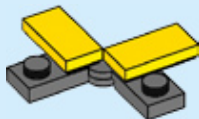
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178



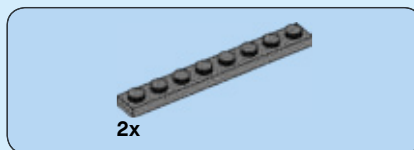
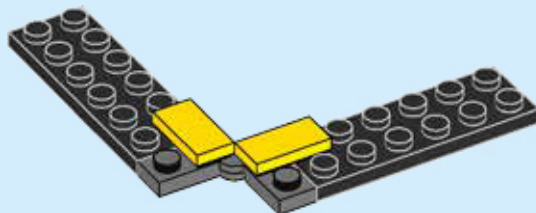
2x

179



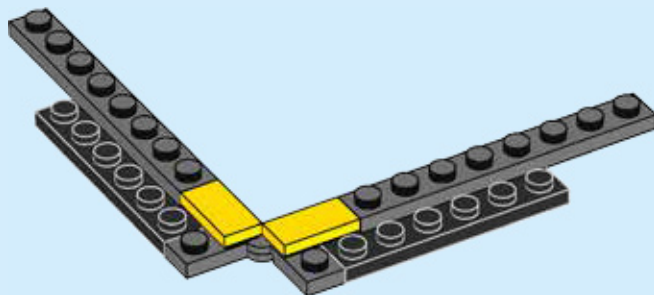
2x

180



2x

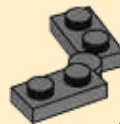
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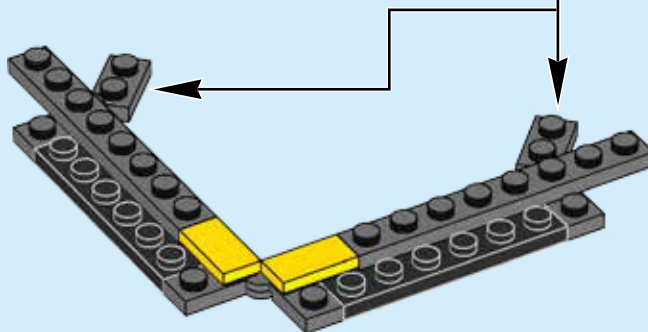


2x

182



2x

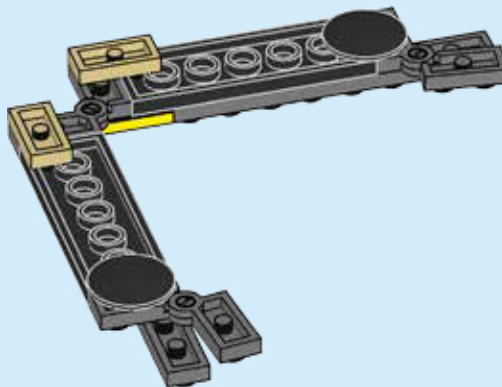
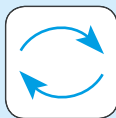


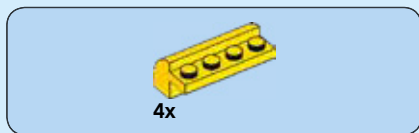
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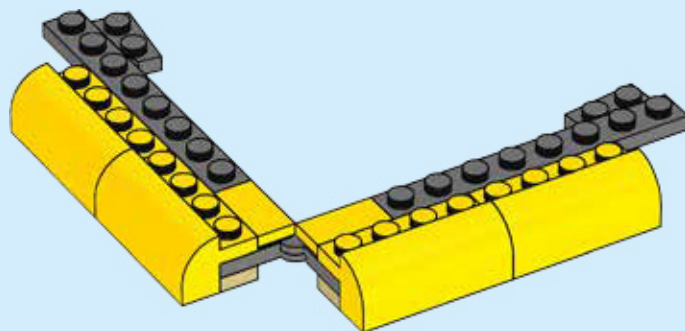
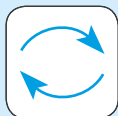
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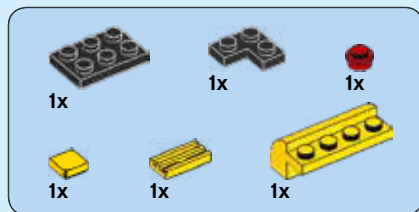
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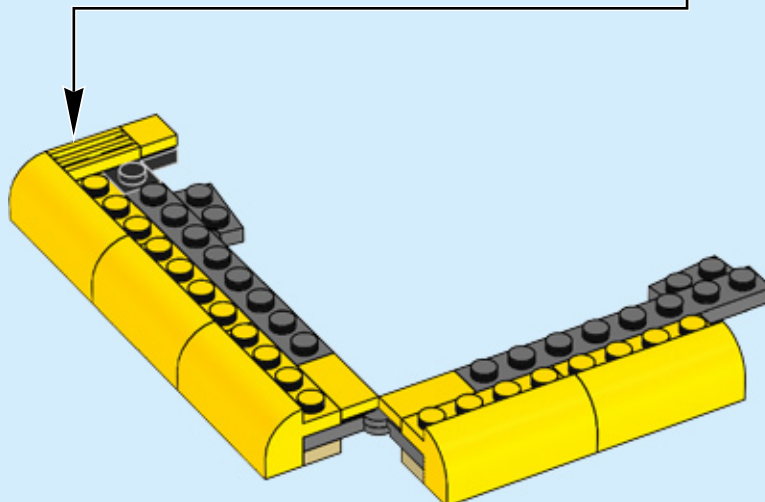
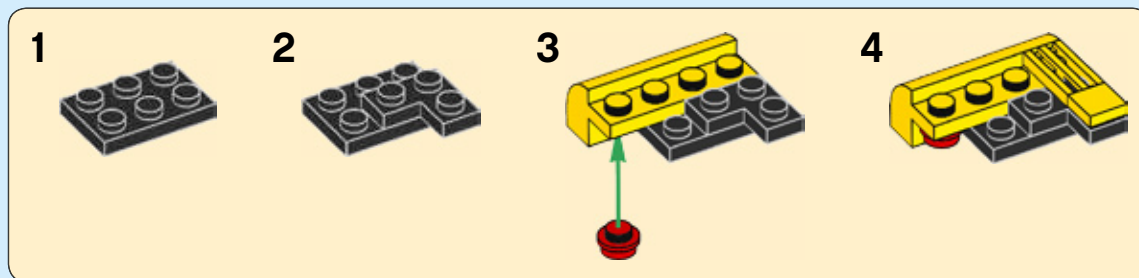


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185



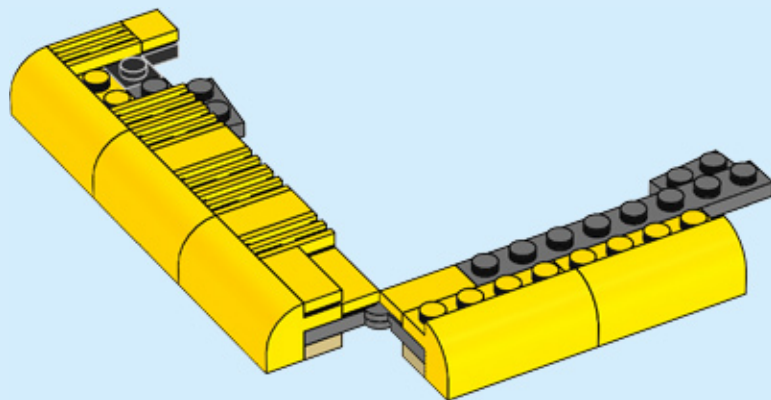


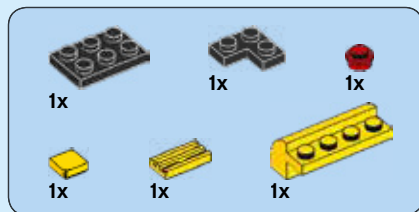
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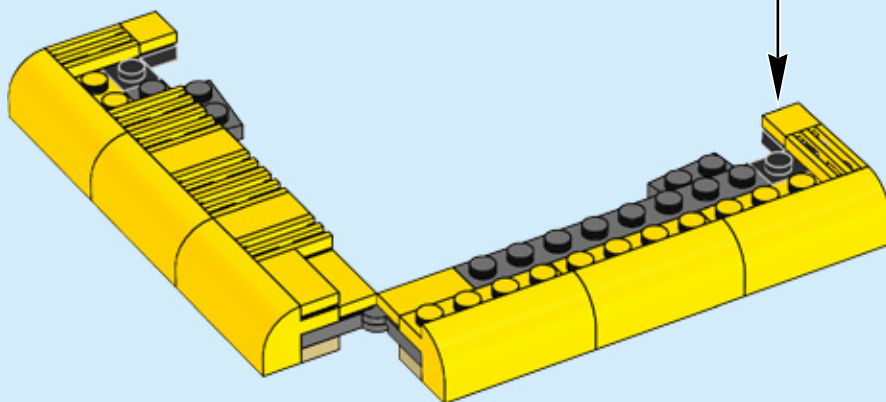
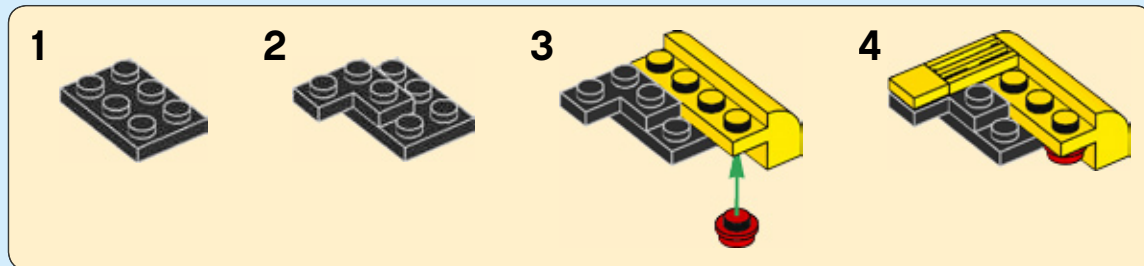
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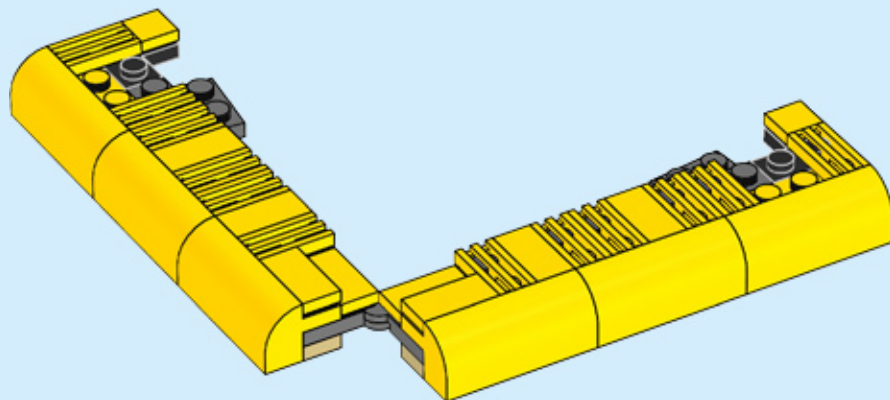


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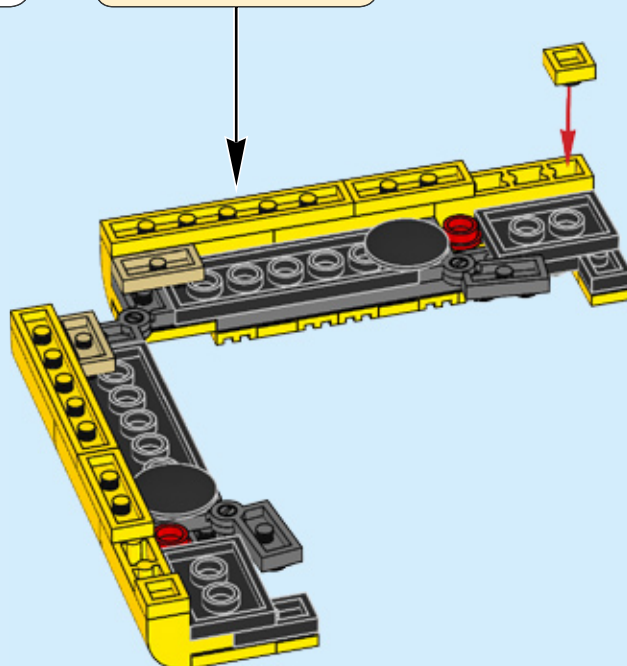
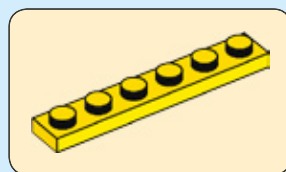
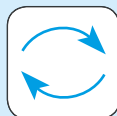


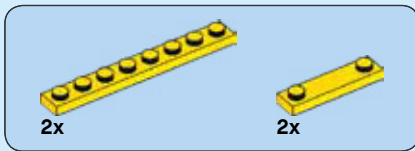
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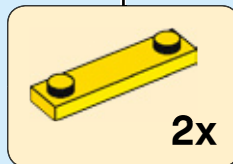
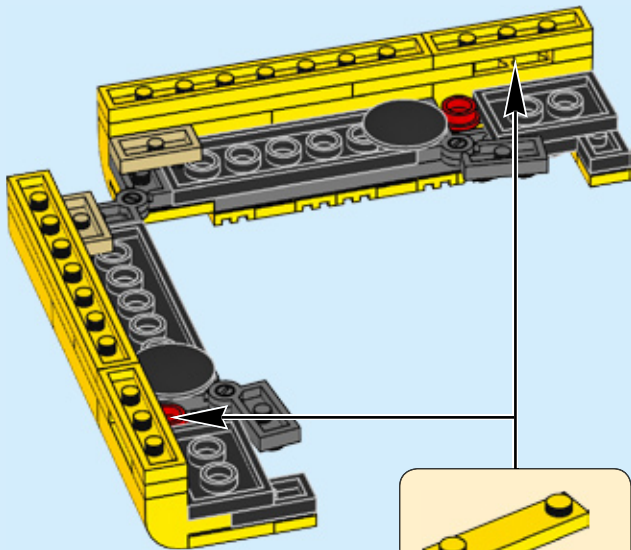


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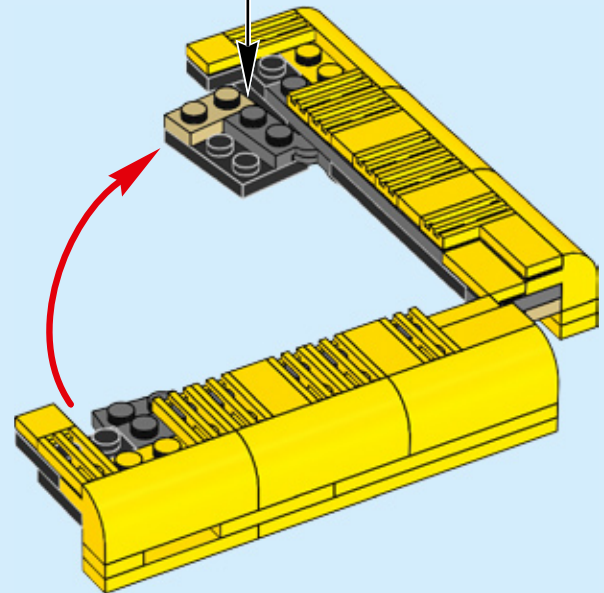
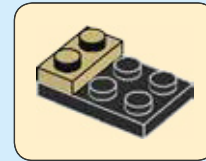
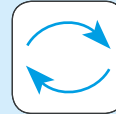




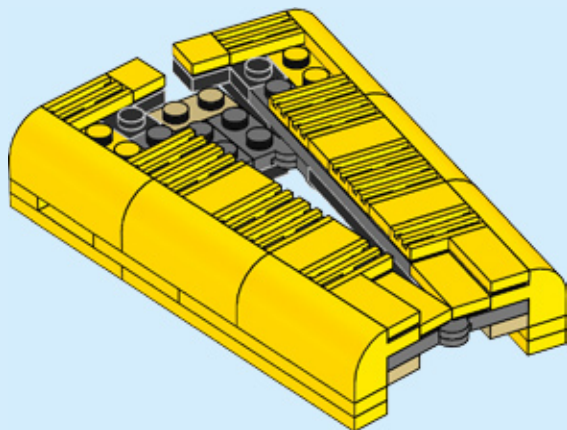
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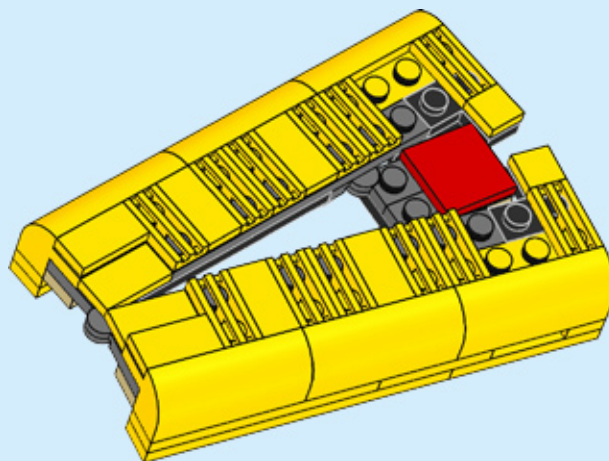
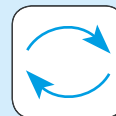
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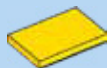


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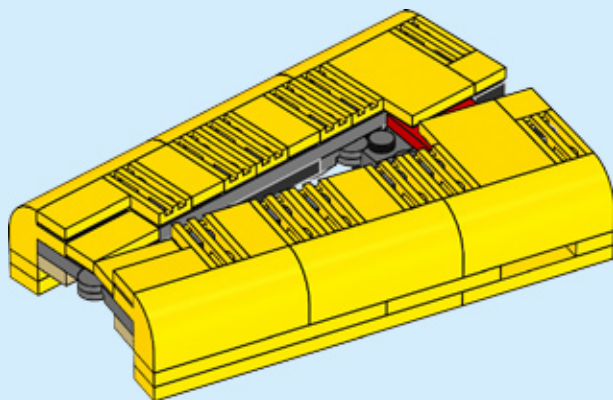
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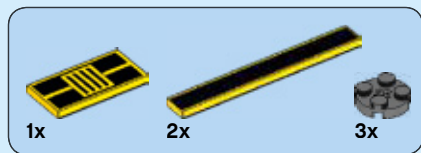




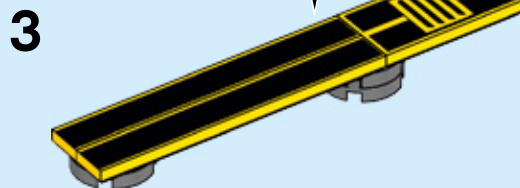
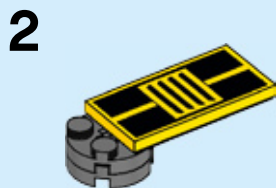
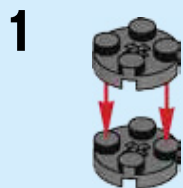
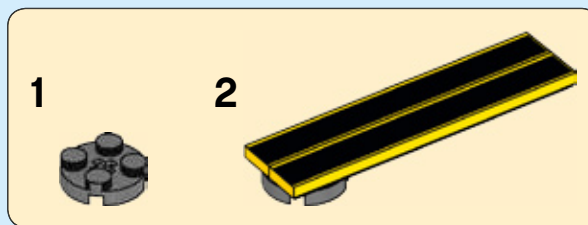
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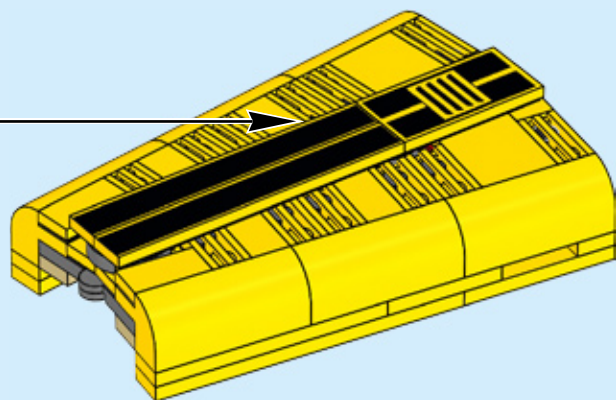
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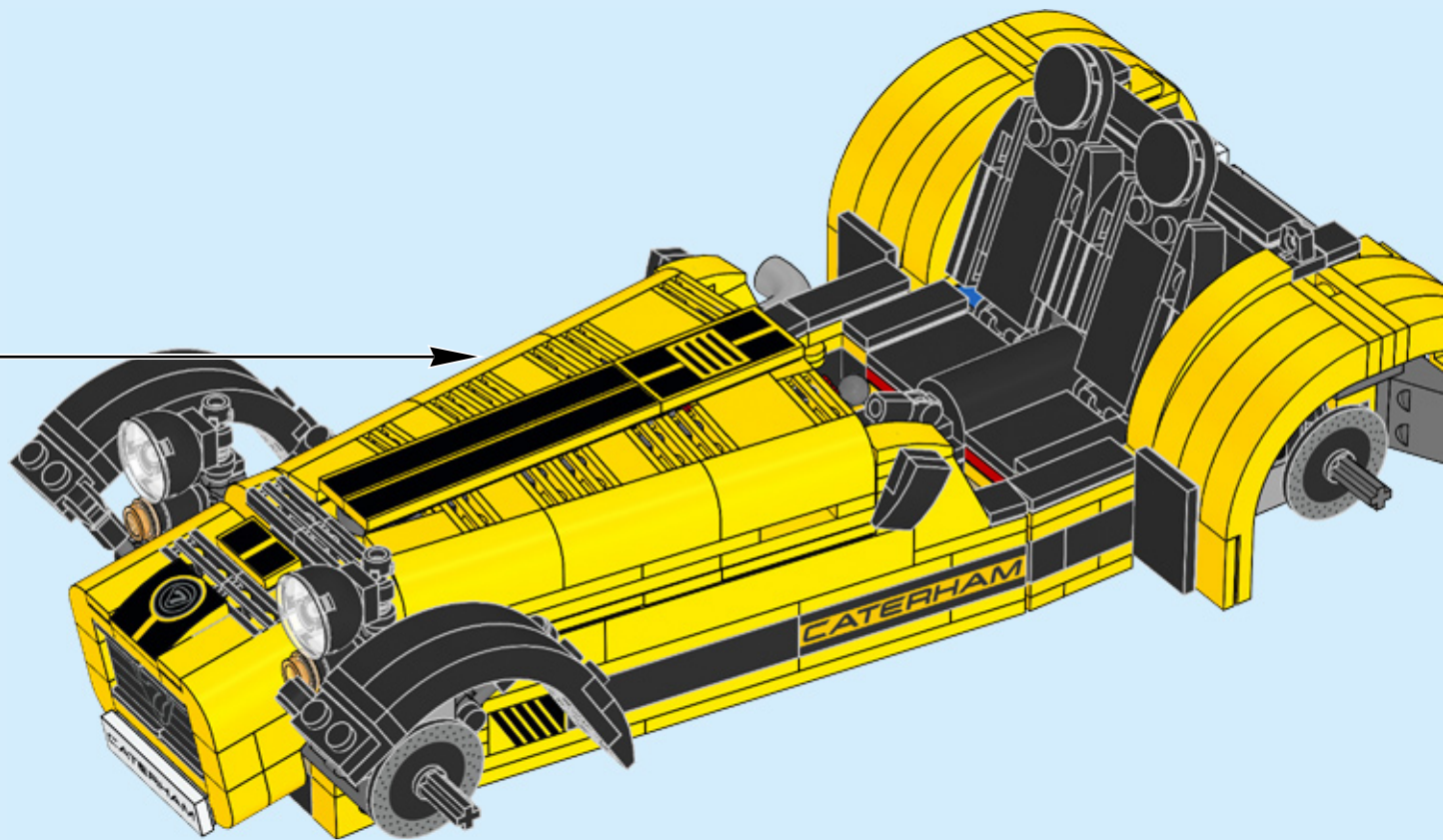


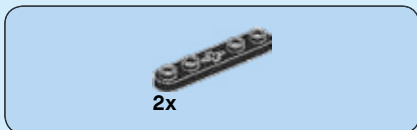
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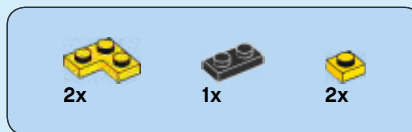
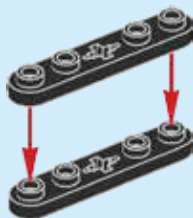


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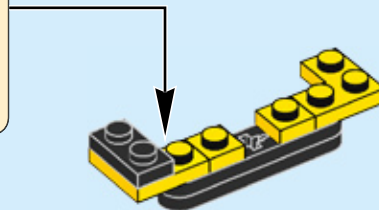
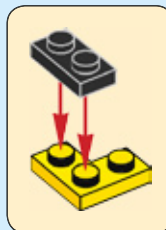




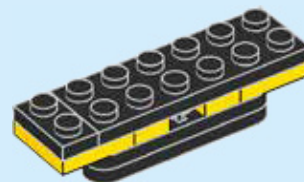
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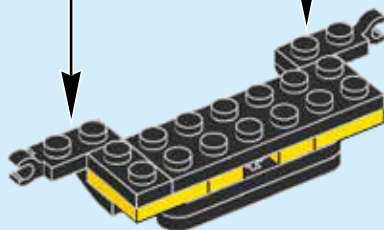
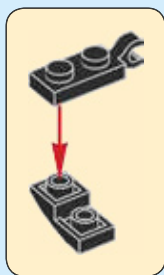
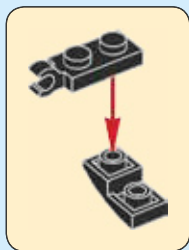


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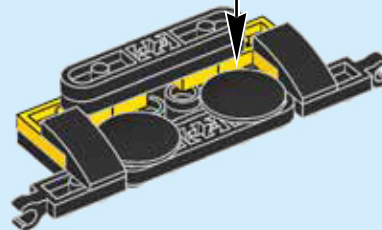
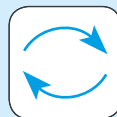


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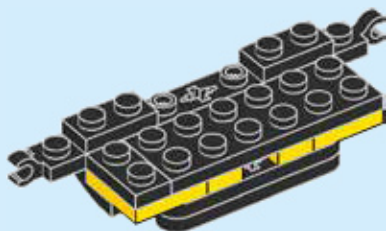
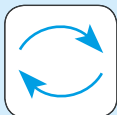


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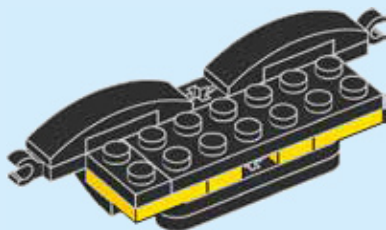




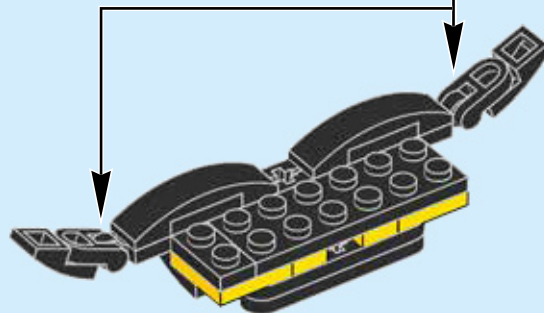
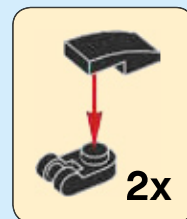
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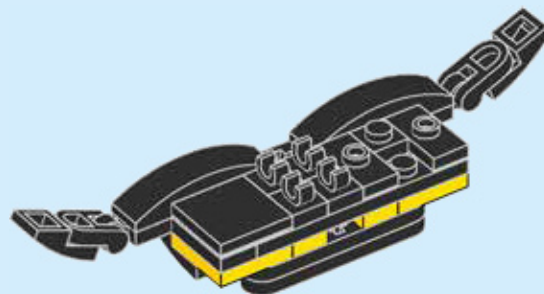
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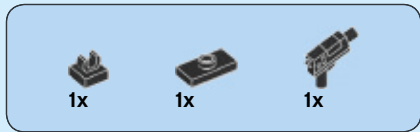


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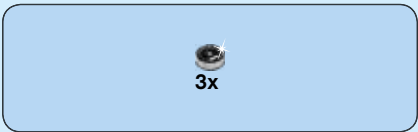
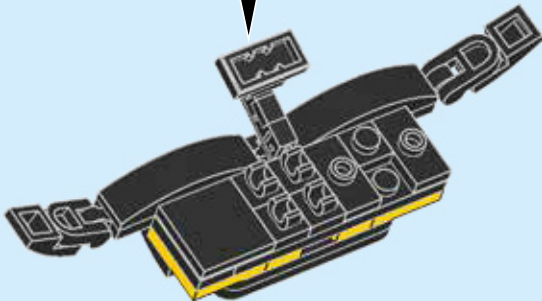
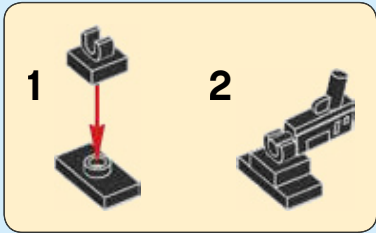


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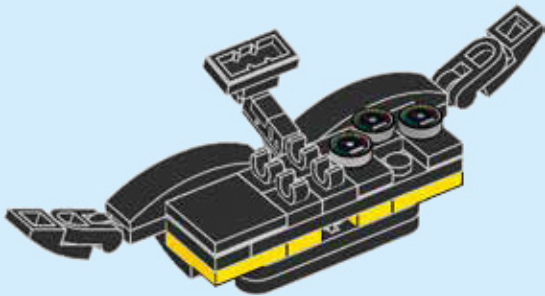




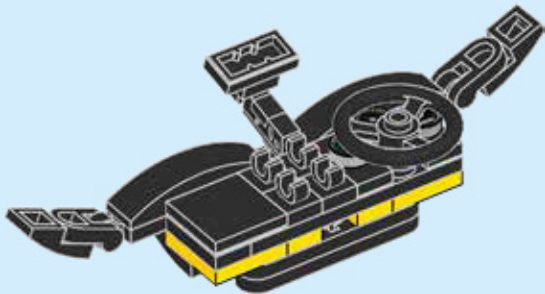
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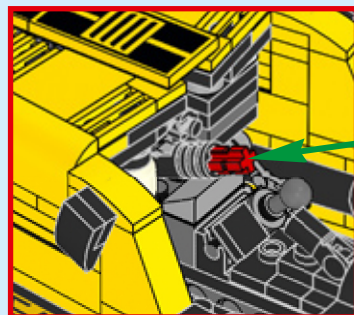
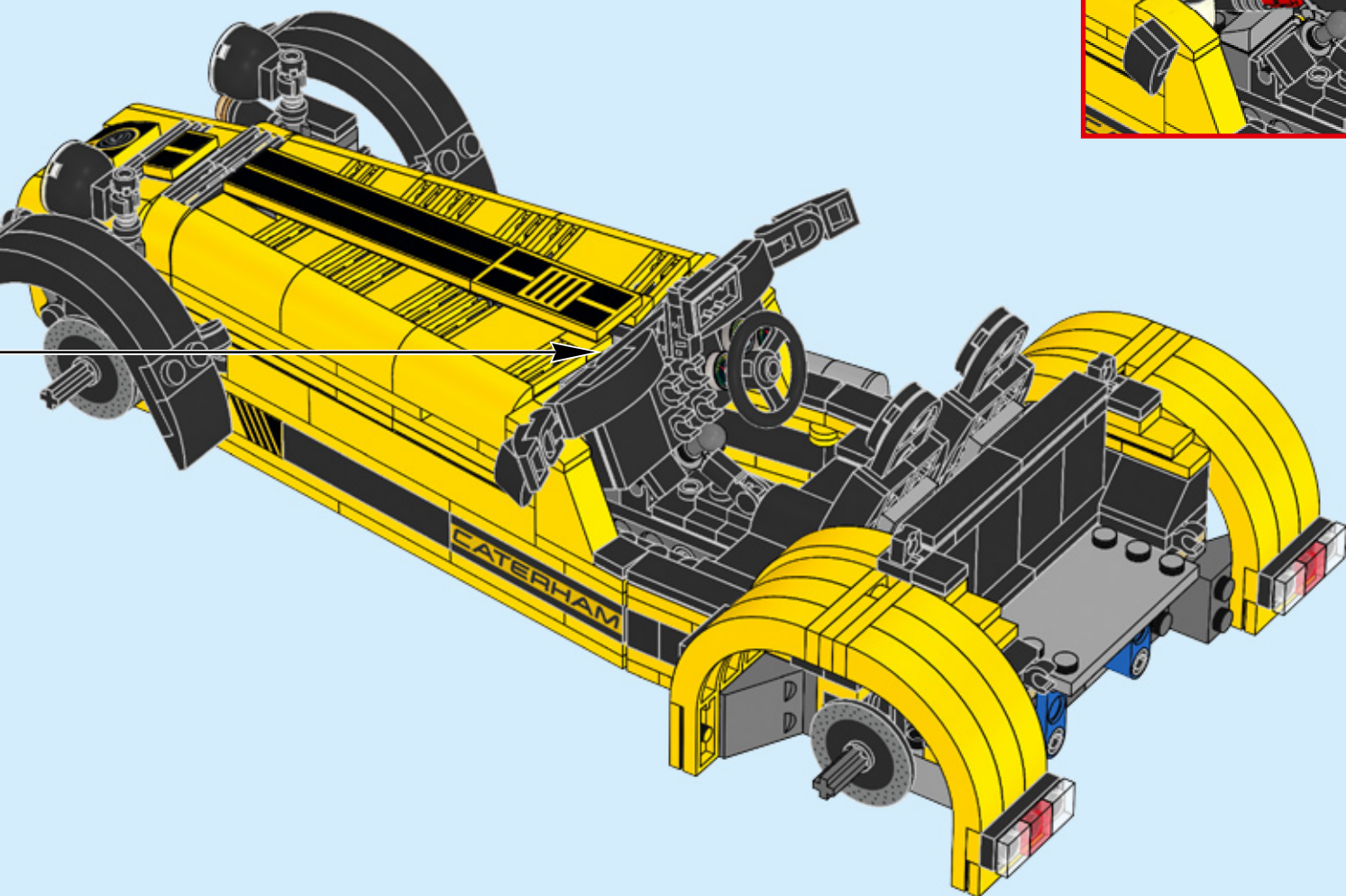
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208



209

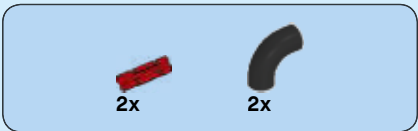
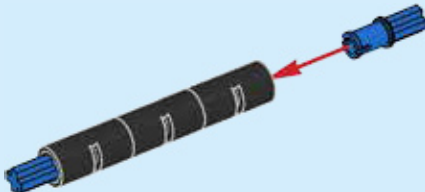




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211



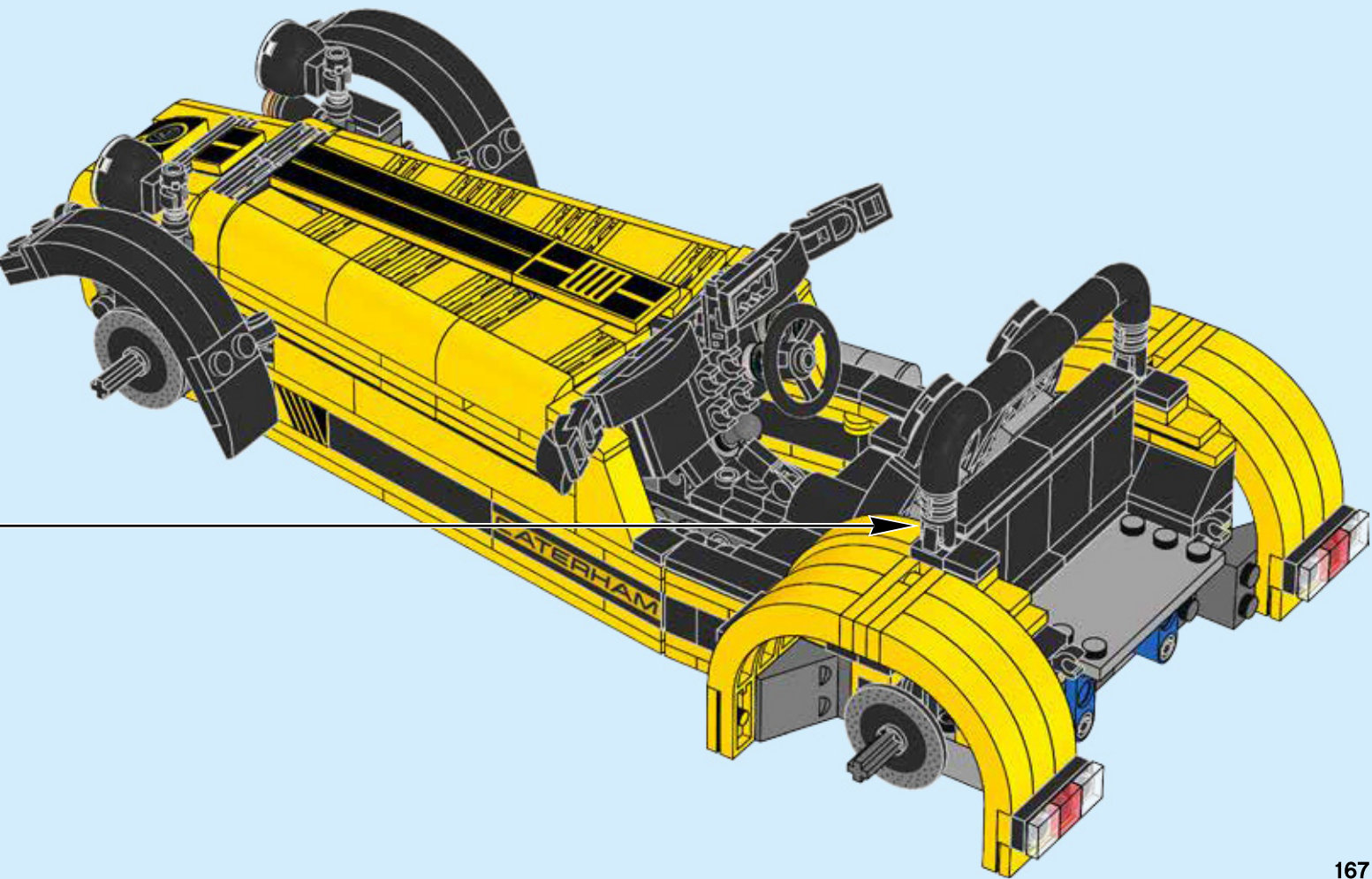
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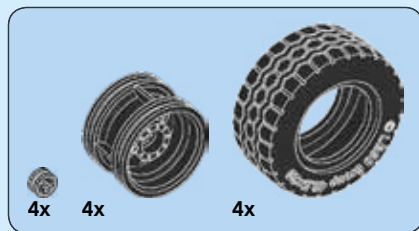


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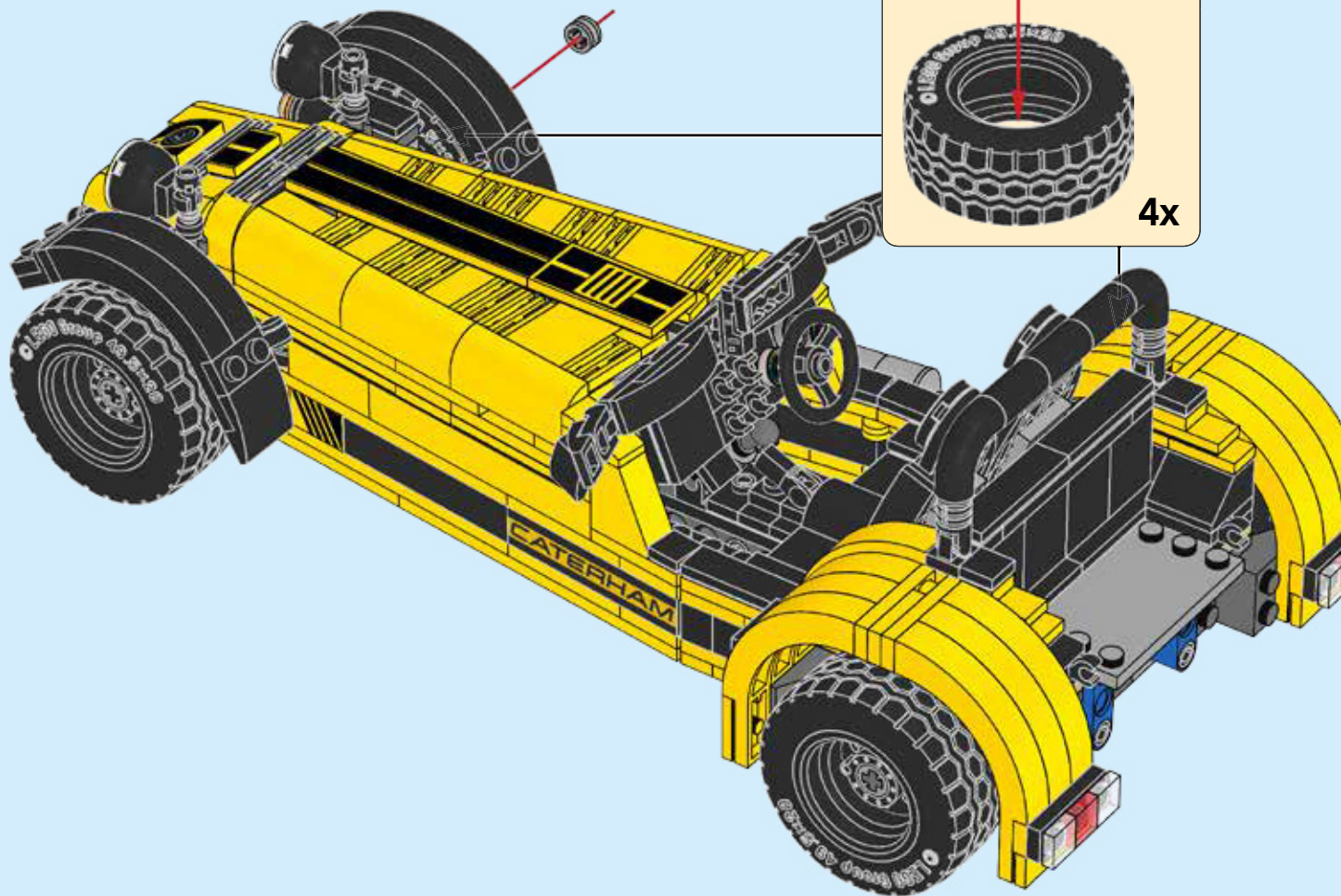
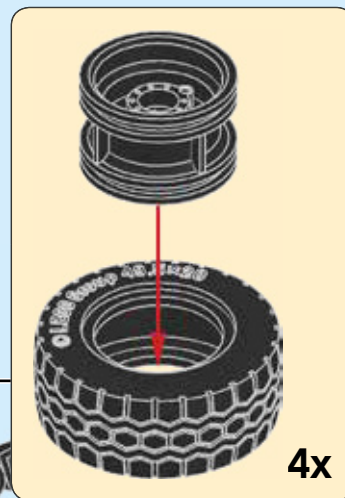


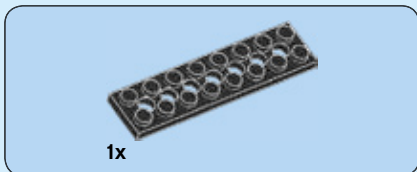
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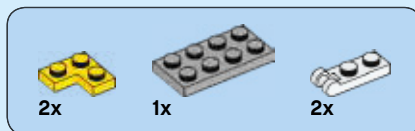
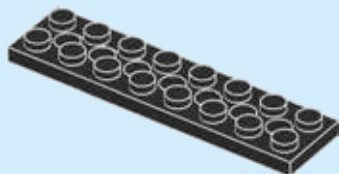


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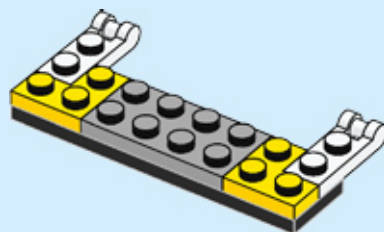


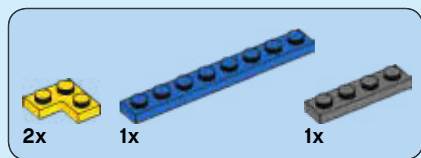


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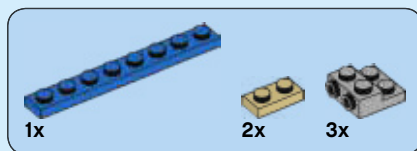
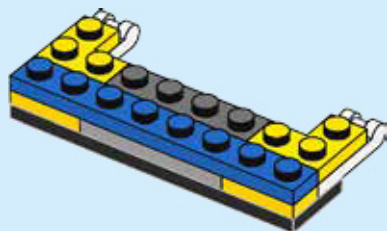


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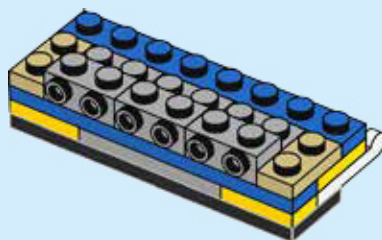


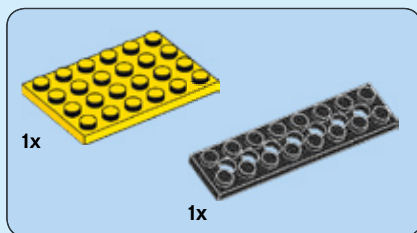


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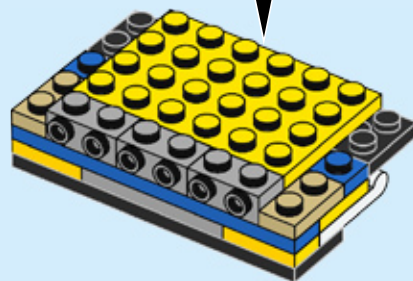


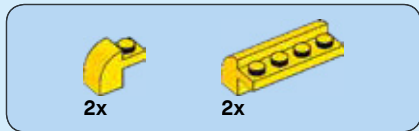
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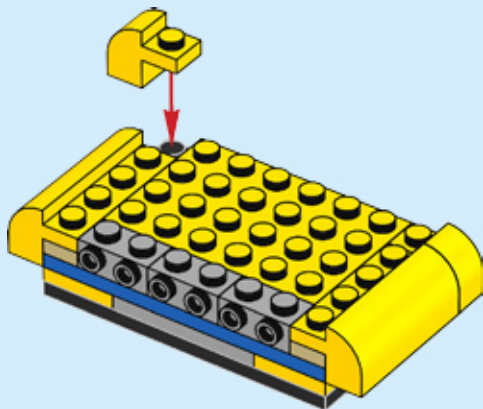


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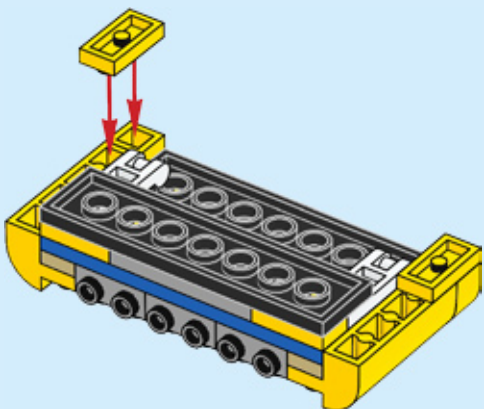




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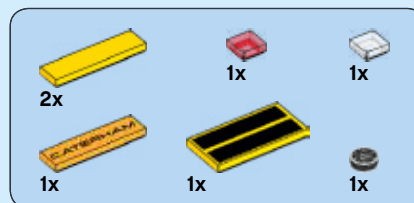
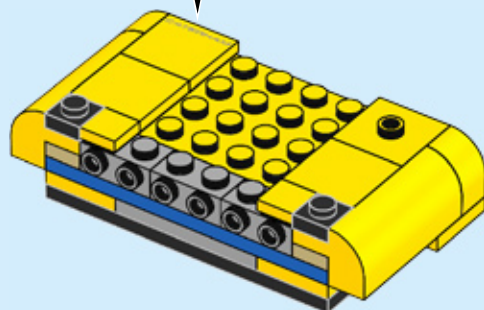
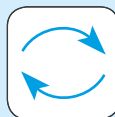


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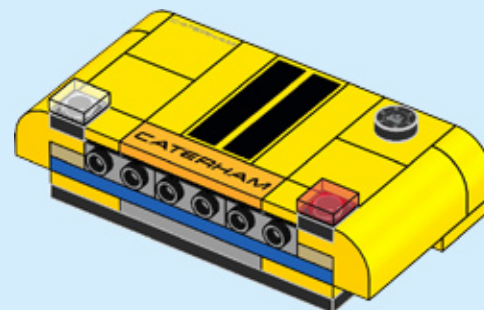




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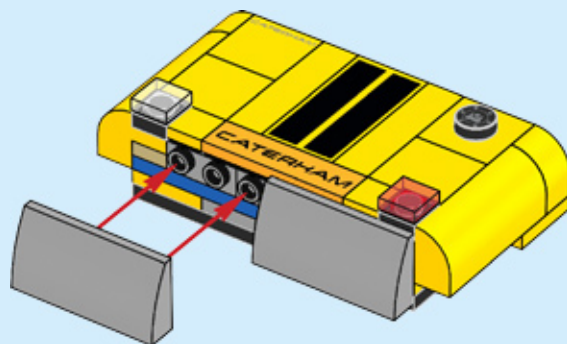
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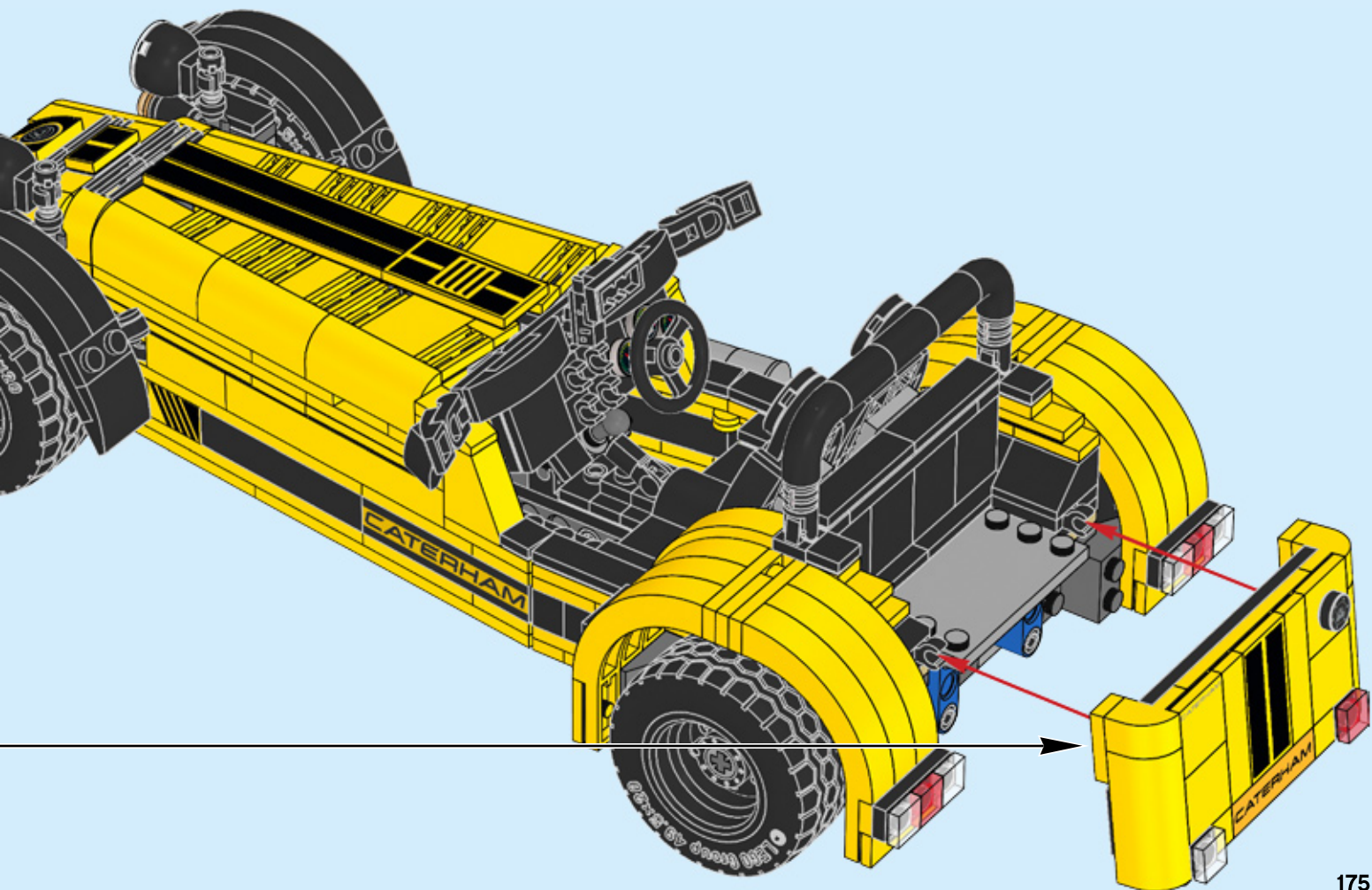


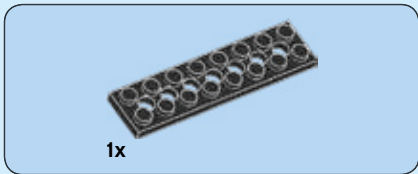


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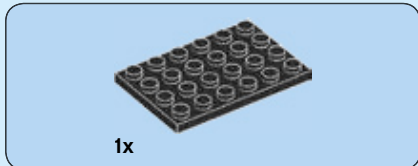
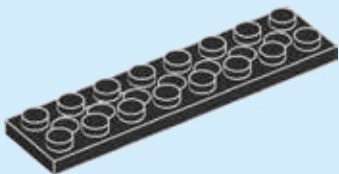






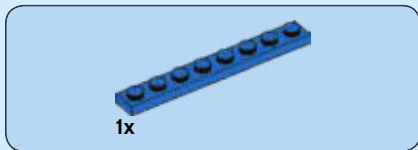
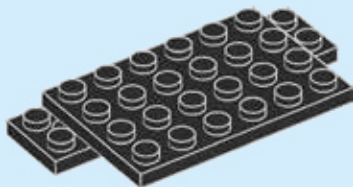
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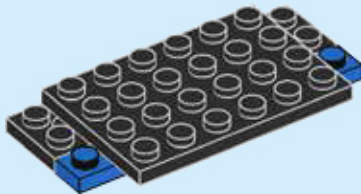
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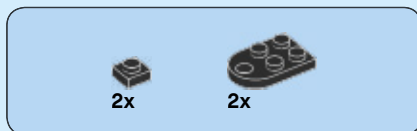
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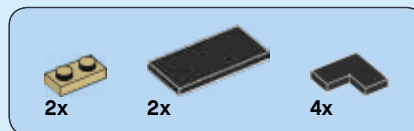
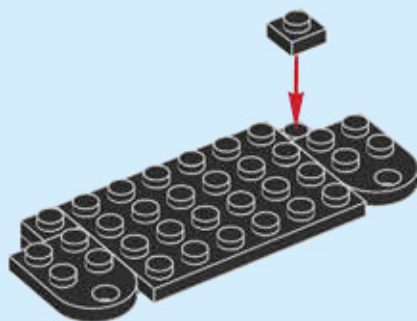
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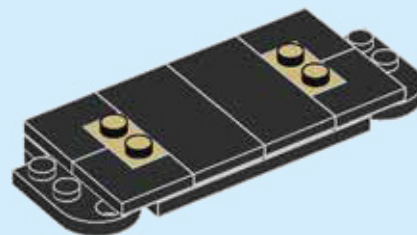




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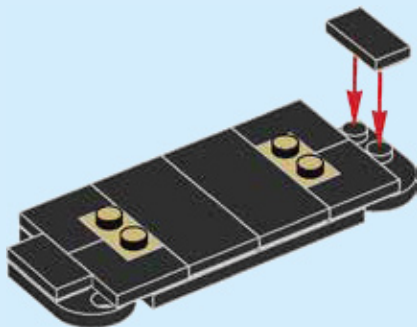
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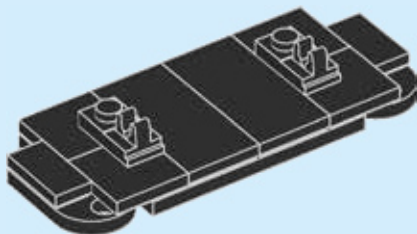
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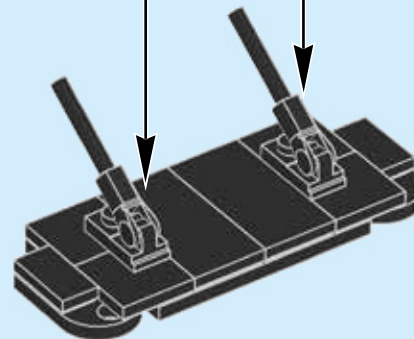


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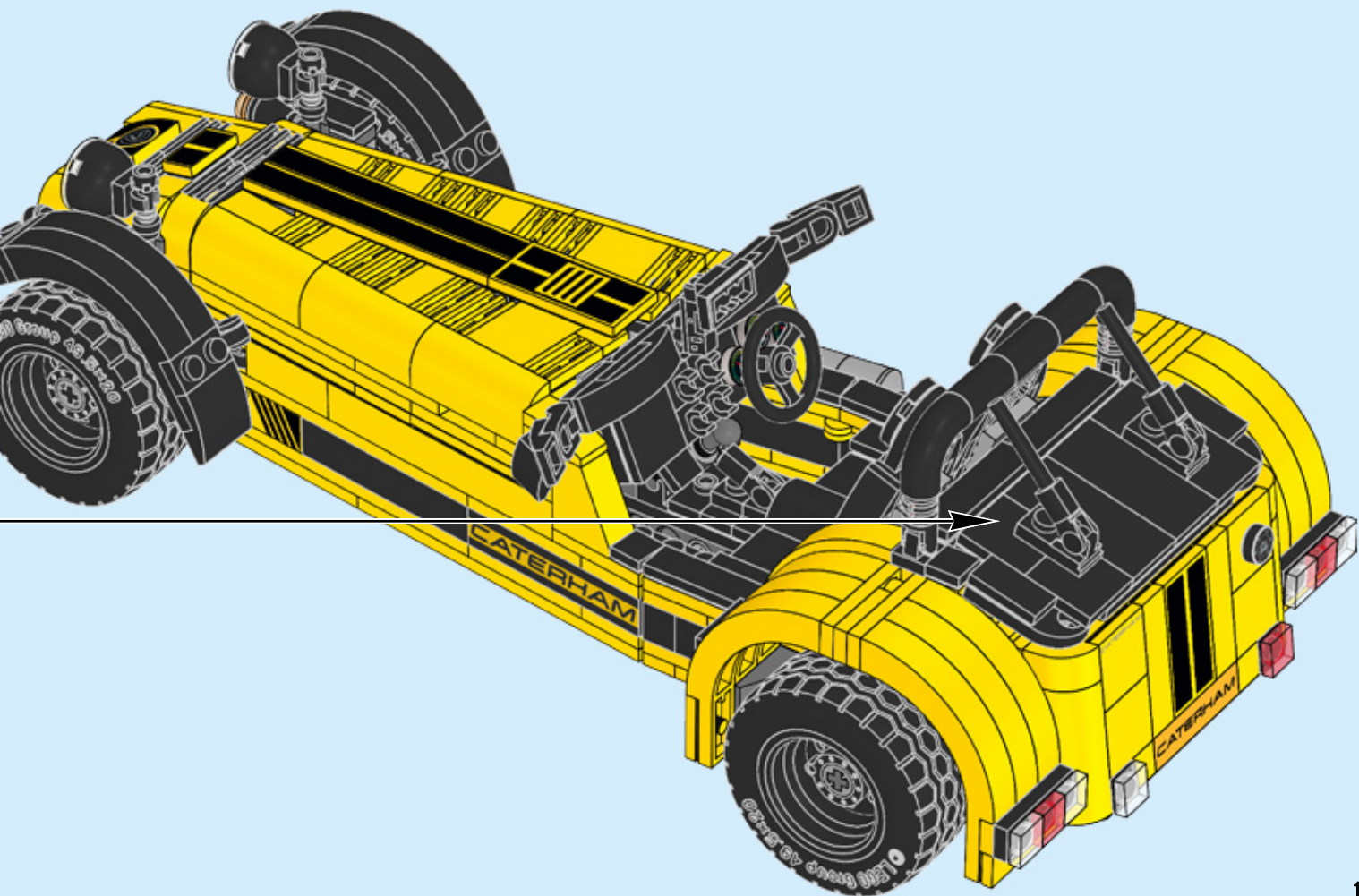
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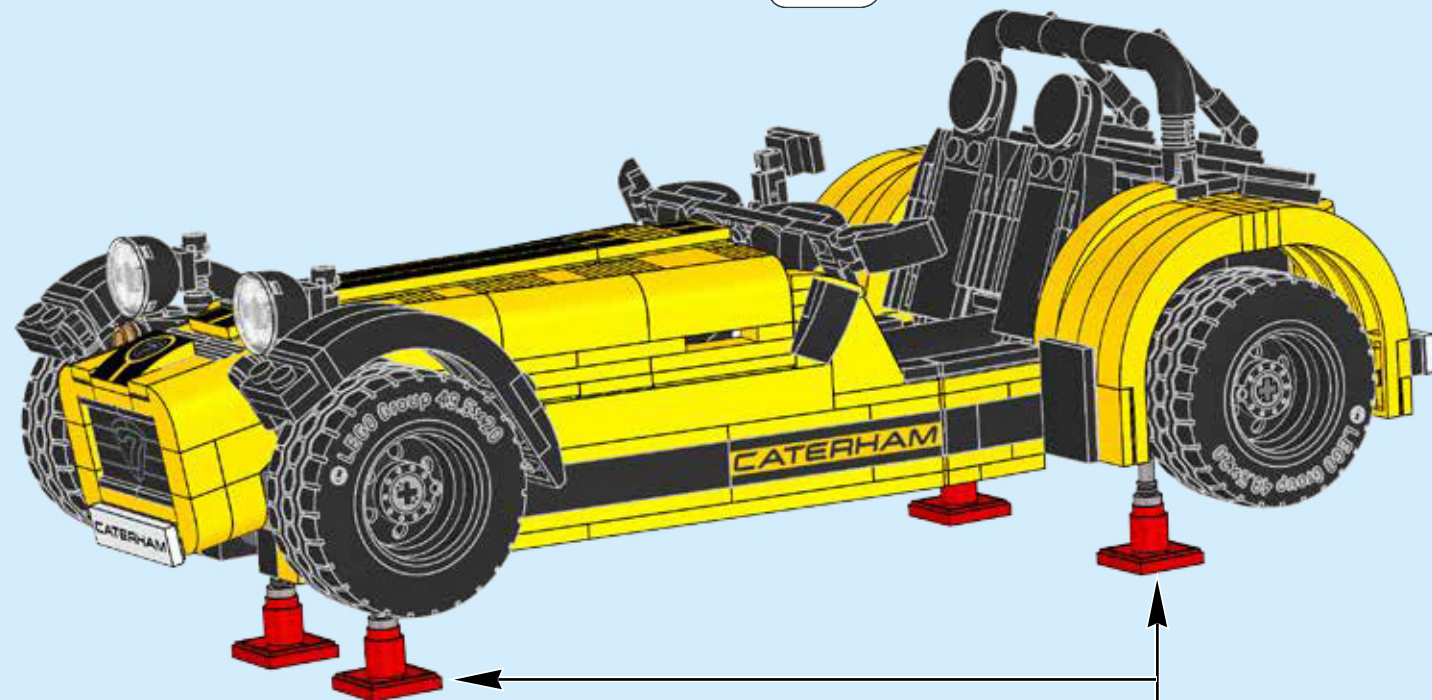
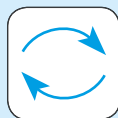
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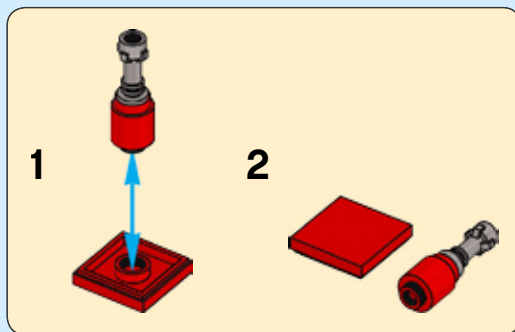
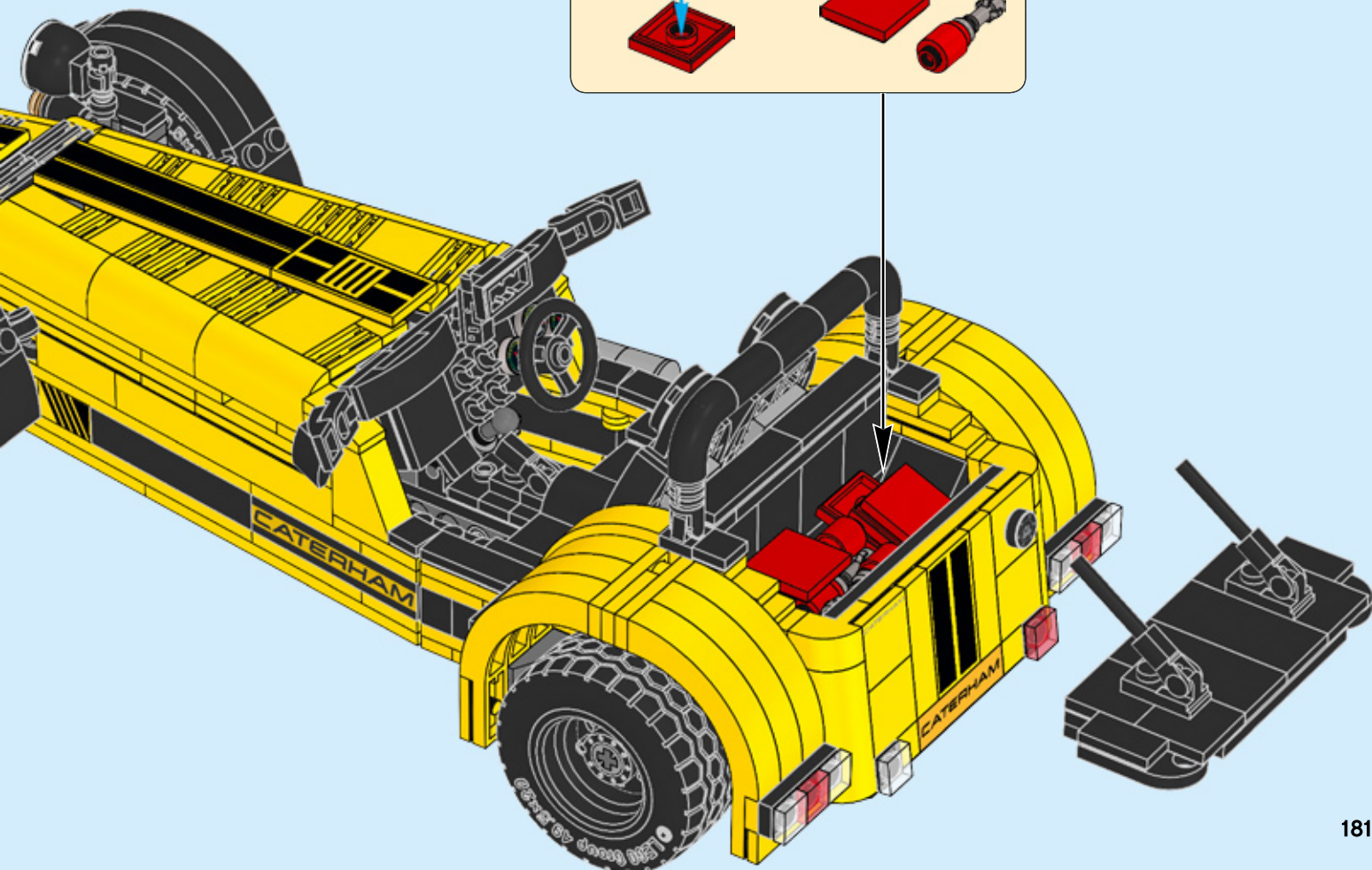
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Being a Fan ...

... of both fast cars and LEGO® building provided the perfect starting point for Carl Greatrix's idea for a LEGO version of the Caterham Seven.

"One of the most exhilarating drives I've ever had was out on the track in a Caterham Seven. It is brutally fast due to its light weight, and tremendous fun to be in. It really struck a chord in my heart that I have never forgotten."

"When I got back into building LEGO car models, I thought the shape of the vehicle would lend itself to being modeled well in LEGO bricks, as it is very angular, and if I could find a suitable scale, then I would be able to get all the details into it that I would love to see."

"Each version took between two to three weeks to design and then re-design, looking at all possible options. The decal work took another week to figure out, so it's safe to say that each version took the better part of a month to design and build to finished standards, then photograph, etc."

"I take my hat off to Henrik, the LEGO designer who worked on my model, as he was as passionate about it as I was. You can see that instantly with the version he created. It is superb, and he has done so well to keep it looking just like my original idea even though it is built quite differently."



LEGO® designer

Henrik Andersen was also happy to be involved in this latest LEGO® Ideas project.

“It’s always really exciting to work on more detailed models. I’m a car fan, so I knew about the Caterham Seven before starting on the project”.

“My role as a LEGO designer is to ensure that the model can be built according to LEGO quality standards, and that it’s built in a way so that it can be displayed in LEGO Building Instructions”.

“Carl really did a great job of converting the real car’s shape into a LEGO version, as both the sloping front and the hood are really complex. There were quite a few iterations, at least five or six before the model was complete, so the final version is somewhat different from his original one”.

“I am really happy about the proportions of the finished model, it’s really close to the real car – and I think it’s a nice and clean build”.



Être Fan...

... des voitures rapides et de la construction LEGO® a fourni le point de départ parfait pour l'idée de Carl Greatrix, qui a créé une version LEGO de la Caterham Seven.

« L'un des moments de conduite les plus passionnants que j'ai jamais eus était sur le circuit au volant d'une Caterham Seven. Elle était brutalement rapide en raison de son poids léger, et très amusante à conduire. J'ai vraiment eu un coup de cœur que je n'ai jamais oublié. »

« Quand j'ai recommencé à construire des modèles de voitures LEGO, j'ai pensé que la forme du véhicule était bien adaptée à la construction en briques LEGO, car elle est très angulaire, et que si je pouvais trouver une échelle adaptée, je pourrais alors y mettre tous les détails que je voulais. »

« Il a fallu de deux à trois semaines pour créer et recréer chaque version, en examinant toutes les options possibles. Le travail des autocollants a pris une semaine supplémentaire, on peut donc dire que chaque version a pris un mois pour être conçue et construite entièrement, puis photographiée, etc. »

« Je lève mon chapeau à Henrik, le designer LEGO qui a travaillé sur mon modèle, car il était aussi passionné que moi. Cela se voit immédiatement avec la version qu'il a créée. Elle est superbe et il a très bien réussi à conserver l'aspect de mon idée originale même si elle est construite assez différemment. »





Le designer LEGO®

Henrik Andersen était heureux lui aussi de participer à ce nouveau projet LEGO® Ideas.

« Il est toujours vraiment passionnant de travailler sur des modèles plus détaillés. Je suis fan de voitures, donc je connaissais la Caterham Seven avant de commencer à travailler sur le projet. »

« Mon rôle en tant que designer LEGO est de garantir que le modèle peut être construit selon les normes de qualité LEGO, et qu'il est construit de façon à pouvoir apparaître dans un livret d'instructions de montage LEGO. »

« Carl a vraiment fait un travail fantastique pour transformer la forme de la vraie voiture en version LEGO, car l'avant incliné et le capot sont assez complexes. Il y a eu plusieurs versions, au moins cinq ou six, avant que le modèle ne soit terminé. La version finale est donc quelque peu différente de l'originale. »

« Je suis vraiment très heureux des proportions du modèle terminé, il est très proche de la voiture réelle, et je pense qu'il s'agit d'une construction impeccable. »



Ser Fan...

... de los autos rápidos y la construcción con LEGO® fue para Carl Greatrix el punto de partida perfecto para crear una versión LEGO del Caterham Seven.

«Una de las experiencias más emocionantes que he vivido jamás fue correr por un circuito en un Caterham Seven. Gracias a su reducido peso, es brutalmente rápido y estar dentro es tremendamente divertido. Me dejó una marca en el corazón que no se ha vuelto a borrar».

«Cuando volví a construir modelos de autos, pensé que la forma angulosa del vehículo era perfecta para modelarla con bricks LEGO. Si encontraba la escala adecuada, sería capaz de incorporar todos los detalles que quería ver».

«Dediqué unas dos o tres semanas a diseñar y rediseñar cada versión, considerando todas las opciones posibles. Crear los autoadhesivos me tomó otra semana, así que diría que el diseño y la construcción de cada versión duró alrededor de un mes, incluyendo los detalles, las fotografías, etc.».

«Sólo tengo palabras de admiración para Henrik, el diseñador de LEGO que trabajó en mi modelo, ya que puso tanta pasión como yo. Es fácil verlo sólo con mirar la versión que creó. Es extraordinaria. Ha conseguido mantener el aspecto de mi idea original, incluso aunque el modelo se construye ahora de un modo muy diferente».





El diseñador de LEGO®

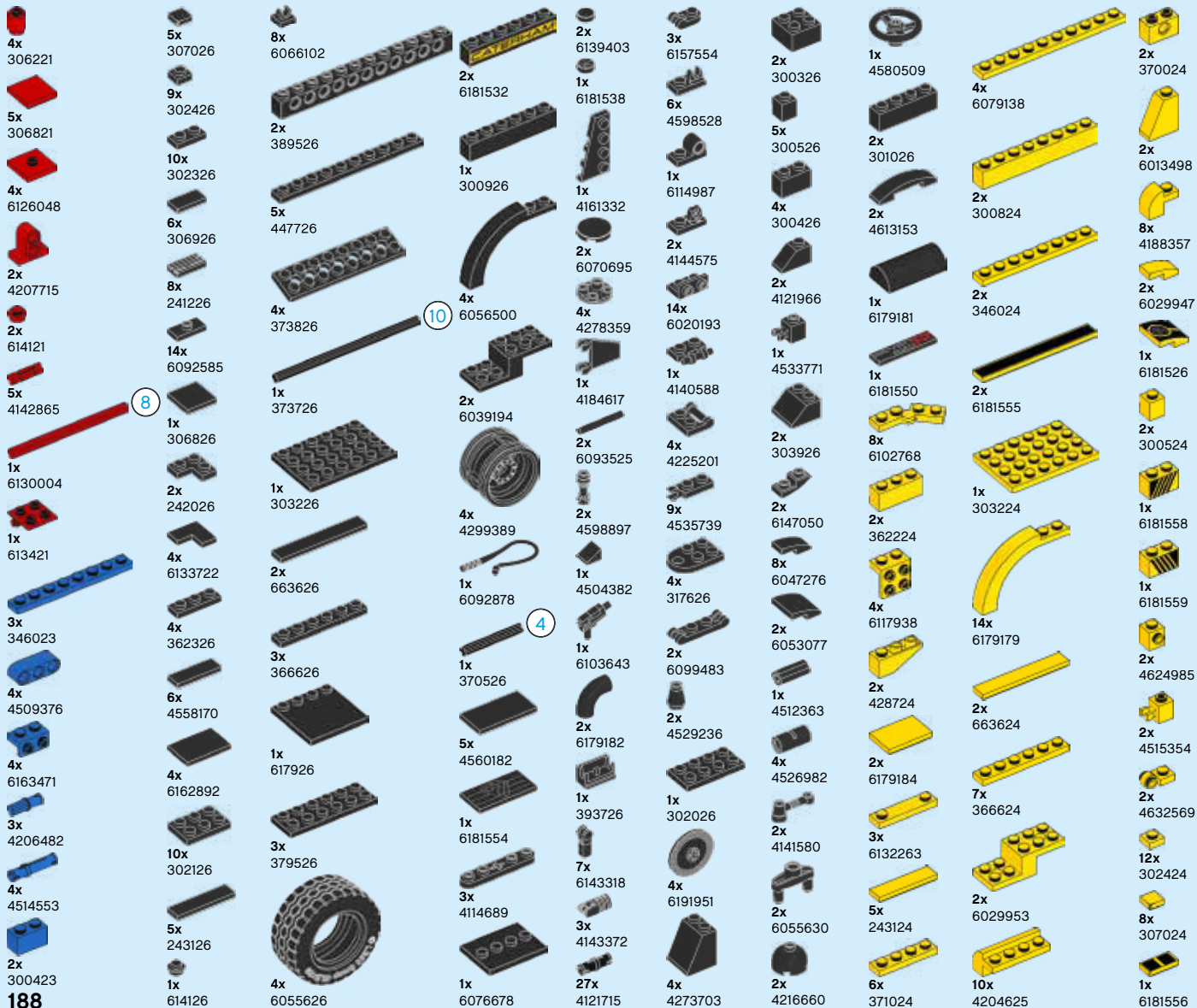
Henrik Andersen también se alegró de formar parte de este último proyecto LEGO® Ideas.

«Siempre es emocionante trabajar en modelos más detallados. Me gustan mucho los autos y ya conocía el Caterham Seven antes de empezar con el proyecto».

«Como diseñador de LEGO, mi labor consistió en garantizar que el modelo se pudiera construir de acuerdo con los estándares de calidad de LEGO, de tal forma que los pasos se pudieran representar en un libro/folleto de instrucciones de construcción LEGO».

«Carl hizo un trabajo fantástico al convertir la forma del vehículo real en una versión LEGO, ya que la pendiente delantera y el cofre son realmente complejos. Construimos varias versiones antes de conseguir el modelo definitivo. Al menos fueron cinco o seis ciclos, así que la versión final es un poco diferente de la original».

«Estoy muy satisfecho con las proporciones del modelo acabado. Está muy cerca del auto real y creo que se ve limpio y bonito».





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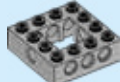
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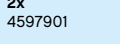
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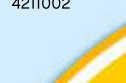
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