



# KIT LOTUS

Volume 14 Issue 3 July 2020



## In this edition of Kit Lotus:

- Editorial
- Letter from Australia
- Conspiracy Theory
- Gold Leaf Lotus 72D
- MFH Lotus 98T
- MFH Lotus 79 - Wallaby
- MFH Lotus 79 - Springbok
- Tasman Lotus 49
- Quarter Scale Lotus 107
- EBBRO Lotus 91
- Lotus model news
- Obituary



Magnificent Quarter Scale Lotus 107

Welcome to a slightly earlier Kit Lotus and an issue bulging with big scale. It seems Volume 14 Issue 3 is dominated by 1:12 scale or above and by the Southern Hemisphere but that's mainly thanks to the contributions from new readers in Australia and South Africa. This time of enforced 'house arrest' has at least given Lotus model enthusiasts plenty to do and I would like to think it has given us an escape from the current horrible pressures of the world.

Chris Swarbrick and Rod Hering have both built 1:12 scale Lotus 79's recently from the MODEL FACTORY HIRO stable with superb outcomes in both cases. I've included both write ups in this issue to compare some different approaches to building the same car. Both builds are meticulous in their approach and background. Rod is the Johannesburg distributor for DJH/Modeloco from Consett in the UK and provides a service building the kits and re-exporting them all over the world, he and his colleagues assemble these railway engines in mainly brass and white metal so immediately you can see where his soldering techniques arise from. It is the first time I have come across a modeller using a Magnetic Tumbler to help clean his white metal parts. Unless you are building lots of white metal, to mere mortals, the Magnetic Tumbler would be an extravagance and you would need some skills to use it. they work like a sand blast but using tiny diameter stainless steel pins. You still have to clean up your parts before putting them in the tumbler, if you leave a deep scratch or a blob of solder on your work, the tumbler will polish the scratch and the solder. It won't remove them. Chris also sent images and pictures of his MFH Lotus 98T which is absolutely stunning and his 1:8 Scale EIDAI GRIP Lotus 72D, equally as stunning but I have run out of space and you will have to wait until the next issue to see it and read about it. New to Kit Lotus, Chris also wrote a very nice letter which sums up where we mostly are amongst Lotus friends, very much appreciated, thanks Chris.

The EBBRO Lotus 91 built by Simon Parsons is featured, a fabulous build but Simon echoes once again the many issues that modellers seem to have with aftermarket transkits. I have often commented how expensive these can be because understandably, the low production volumes wouldn't stack up otherwise. However, no matter how enthusiastic the vendors are about providing such diverse options, .....

there perhaps ought to be more checking and proofing before rinsing us willing modellers of our hard earned cash.

Arthur Neimeijer sent me pictures of his very nice converted Tamiya Lotus 49 depicting Jim Clark's 1968 Tasman Championship Winner and Simon Parsons showcases his completed EBBRO Lotus 91 Monaco version.

I have finally finished the 1:12 Lotus 72D Gold Leaf car from 1971 and I'm bashing on with the 1:8 Replica of the Replica of the Austin Seven Special that later became known as the Lotus MK1 (always a handful to describe correctly). but I'll save that until the next issue. I also did some more work on a 1:12 NICHIMO Lotus Europa that I got from the autojumble at Race Retro a few years ago. I had intended to go flat out with this one but, I bought it as 'part started' and I later found out that I should have bought it as 'parts missing' as more and more parts were conspicuous by their absence which rather put a damper on the project requiring some scratch building. Some of the engine parts that were started were all very neatly painted in red primer and black detailing meaning quite a lot of cleaning off on the surfaces to be glued. The project has become a bit unloved. Hopefully, it will come right in the end but it may have to masquerade as a curbside model with the engine cover remaining closed to the public.

Peter Pedroza has completed the 1:4 scale Lotus 107 and magnificent it looks too. I suppose you could describe it as a modellers barn find when we both took a first look at it as a stack of bits in the boot of a car at CTL. Never one to back away from such a challenge Pete took the project on and I'm just glad I was able to play a walk on part. We had hoped to debut the car at Malcolm Rickett's open day scheduled for September, whether that event takes place or not we shall just have to wait in hope. The 107 is quite superb and really a couple of pages and a short article aren't sufficient to describe the whole story so look out for a separate Kit Lotus edition dedicated to this build.

An updated "models in development" list arrived from SPARK recently with some pretty tempting Lotus offerings especially one model every Lotus collection will need (picture later). SPARK also treat us to a brace of Lotus 21's and Lotus 59's as well as more Lotus Elites .....

## Editorial continued.....

..... It is very pleasing how Kit Lotus continues to grow with many more enthusiasts "finding Kit Lotus" every week and from all over the globe. Social media has undoubtedly helped this new wave of registrations. Public groups like our own Kit Lotus and the Lotus Model Collectors group administered by Peter Stevenson have had a big impact. With more and more of us turning to Social Media in these confining times it has meant more content for the magazine and I am more than pleased to bring you a whole 20 pages of scale model Lotus for the first time (and no adverts). There has been just too much to put into one issue but I will try and get to the many people who have put such wonderful projects on the groups and which can't be just ignored as a nice picture with a few complimentary comments. Their work needs to be showcased a little more.

A big thank you to all contributors, I am now busy on the September issue.

JT

### **Letter from Australia**

*"My earliest memory of F1 was around 1977. I was born in 1966 so my Father would let me sit up to watch F1 and also early mornings to watch the Indy 500 and group B rally etc.*

*I always had and still have a deep passion for motorsport. Over the years I have worked on some rally cars here in Australia, road cars and recently stopped crewing for a top fuel drag team as a clutch assistant and general spanner guy. I am a Fitter machinist by trade and come from a Hydraulic come engineering background. So its this technical background that drew me to Lotus.*

*This is my reason or reasons.*

*Lotus Firsts in a nutshell.*

*First use of engine as a stressed member Lotus 49. First use of sponsor colours on a car Lotus 49. First use of side pod mounted radiators and early grasp of air flow Lotus 72. First understanding of ground effects Lotus 78 or mk111. First car designed in a wind tunnel with true ground effect Lotus 79 or mk1V. First sequential gearbox and car tuneable from pits lotus 98t.*

*All this plus the most successful engine design the Cosworth DFV. I know it's not Lotus but Colin did play his part to make this happen and got Mike and Keith together and set up talks with Ford to fund the project. There is a host of other things like active suspension, which being developed way before other teams, 4wd and of course the banned 88. That's Lotus for me. Leaders in F1 technology and lateral thinking that was years ahead of everyone else and able to exploit the formula to their own advantage.*

*It's unfortunate they no longer play a part nowadays but for me that doesn't matter because where we are now is due to the design and development of these great Lotus cars and the forward thinking. To that end I know it takes more than one guy to dominate a sport like F1 for 25 years and everyone who worked at Lotus would have been pushed as well. But all who have worked for Lotus must now be aware they were part of something special.*

*I say thanks for your hard work in achieving things that other teams could only dream of. You all must know that because of this you are the Custodians of a legend that you helped create. Not too many people can say that. For a group of garagistas you turned F1 upside down. Lotus for me is equal to the spitfire. It personifies England to a tee built with love, passion and full of purpose. That purpose was to win and win they did. Love them we all did.*

*Kind regards*

*Chris Swarbrick.*

*Sydney Australia. "*

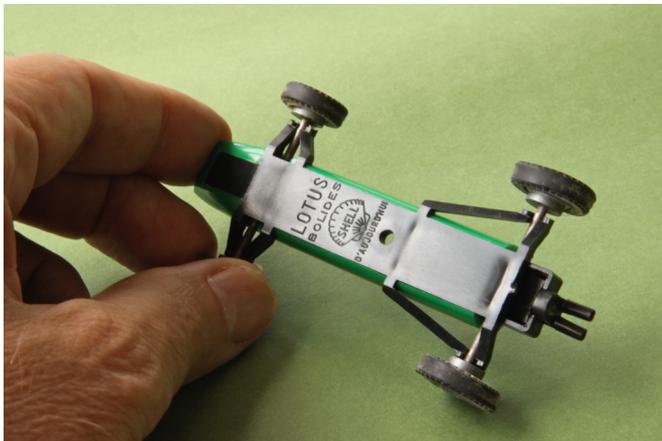
## Conspiracy theories

What I love about Kit Lotus is the way things pop up that I haven't heard of, that may be a little obscure but quite obviously trigger an interest in Lotus model collectors. For instance I am on record as not being a great fan of collecting every model going, preferring to build models rather than seek the instant gratification of a built model, even though the fabulous ready built offers these days are a severe test to temptation. I have however, found myself drawn to the tiny stuff. Without warning I have a collection of 1:76 and 1:64 Lotus and I can see where other collectors may have experienced similar cathartic moments but on a much larger scale, collecting just about anything Lotus, but I do confess that my ownership of more 1:43 resincast is staring to balloon.

I recently got my hands on this Shell promotional version of the submarine Lotus Esprit from the James Bond film "The spy who loved me". Clive Rigby this is your fault, after my article appealing for information about the rustic models made by MERCATOR, Clive sent me a picture of a French Shell promotional Lotus,



equally as rustic as MERCATOR but in diecast and looking only vaguely like a Lotus which I assume is a 25, but if you screw your eyes up it might resemble a 38. However, it does say Lotus on the base so it must be a



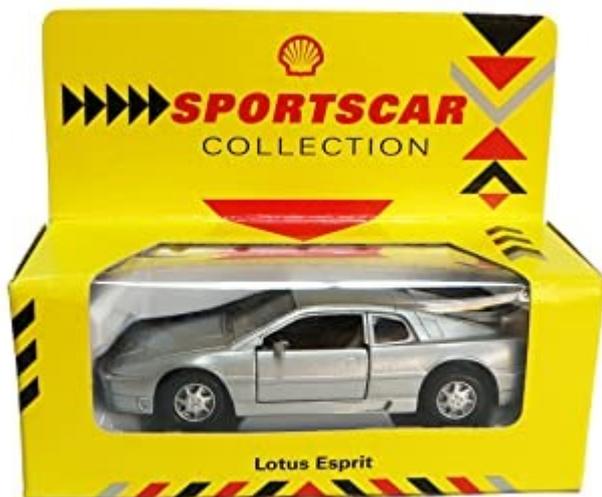
Lotus. These items become rare and collectable. After Clive sent me the pictures, I immediately set about looking for Shell promotional stuff and bumped into two Esprits, the James Bond sub and a silver larger version from the Shell Sports Car range, probably 1:43.



I think my subconscious drew me to Wet Nellie as it fits with my collection of small stuff. I wasn't tempted by the silver Esprit even though some Wagg on eBay wants £1000 for a mint boxed version whilst others are selling multiples for anything between £18 and £99.

I think you readers have a conspiracy to draw me toward more and more Lotus stuff., I even have a paper Esprit and Esprit Lego instructions!!

JT



## Happy birthday Lotus 72 – Tamiya 1:12 Gold Leaf conversion

I finally got to the point where the 1:12 Gold Leaf Lotus 72D is finished, breathe a sigh of relief. I must confess, my 'lockdown Lotus' hasn't been one of my most enjoyable builds, probably due to me trying to be too smart. I chose the 1971 Lotus 72D thinking the conversion would be easier than just adding a transkit and turning out a 72C. Part of my reasoning was, by the second half and late 1971 season, slicks were coming in to use and the nose cone of the 72D had arrived at the shape most of us are familiar with without the two NACA ducts (although the transkit does include a template to assist cutting these). The differences in the 1971 version of the 72D being the cockpit surround, the oil tanks and coolers, the airbox and the rear wing. I had toyed with the idea of a vac form cockpit surround but along came the MODEL MOTORSPORT transkit which is for the 72C but it is complete with correct cockpit surround and I thought it would be plain sailing. Not so. The transkit version is cast in resin as one piece and had a horrible twist in it. Despite using hot water and gentle manipulation, try as I might I just couldn't get the full twist out of it. Thank goodness the fixing pins hold it in place.

Model builders like to be challenged, we wouldn't do it otherwise, but investing in after-market upgrades isn't always straightforward, to have the main part almost unusable is a tad disappointing in the extreme. I have many stories from modelers confirming similar issues with various Transkits and, let's face it, they are not cheap, often adding considerable sums to the cost of the original kit. My most recent beef was with the Ejan DFV throttle set where the springs for the throttle slides are way too long and difficult to shorten. Thankfully MFH have some 4mm muffler springs just perfect for the job. Hang on a minute! Isn't that having a Transkit for the Transkit? It could go on.



The Transkit also contains the correct rear wheels for the earlier 72D, but here again, not very well cast and finishing slightly wider than the originals. This means the rear tyres have a slight bow as if they are losing air. A good tip from a Kit Lotus facebook group member was to pack out the tyres with foam. Why did I not think of that??

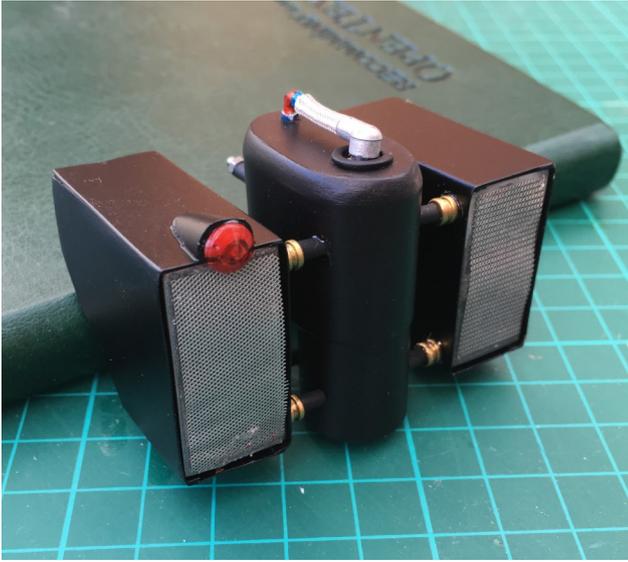


The oil tank and coolers on this version of the 72 are set behind the rear wing hanging off the gearbox. You will have to excuse a little poetic licence here as to the exact shape. I scratch built them from brass and used 12BA screws for some of the connectors. The connectors between the coolers and the tank come courtesy of the end ferrules from guitar strings. I think it looks reasonable given there are very few rear end photographs showing the set up with any great clarity. The wing support is more brass and I used the wing from the JPS 72D with an extra gurney flap and reshaped end plates from styrene sheet

*Could use a bit of air in those rears*



## Happy birthday Lotus 72 — Tamiya 1:12 Gold Leaf conversion — continued



..... In the cockpit, a set of Willans belts were fashioned using MFH clips and buckles plus some 4mm blue ribbon liberated not for the first time, from Mrs T's sewing box. All manner of useful things lurk in there and she has the audacity to complain about the stuff I keep in my workshop!!

Whenever possible, I like to use braided hose and my preference here has always been the product from MODELLERS, sadly now unavailable and my stock from 1990 is all but exhausted. I don't think the stuff on offer now is anywhere near as good.

I can't complete the story without referring to BESTBALSKITS in Belgium. I used Wim's Gold Leaf decals, they are so well printed and very crisp that I recommend using them when you are planning to buy aftermarket sets.

They are equal to CARTOGRAF, beware though, thin gold lines are difficult to apply and I had to sort out one or two tangles before finally setting them down. Wim modestly points all the credit to the printers and the artwork but his attention to detail ensures his suppliers turn out good stuff. I also used one of Wim's 3D printed teapot airboxes. Paint wise, Tamiya rattle cans in Italian Red over white and a tricky masking session for the gold. This Italian Red has been disputed as being too dark, but I've used it for years and I defy anyone to spot anything untoward. In 12 years of Kit Lotus no one has thus far commented that the colour may be wrong. A bit like the green really, Lotus would use whatever they had on the shelf.

So that is about it. Along with the rest of the Kit Lotus collection it will be on display at a venue when we are allowed.

JT



## Model Factory Hiro Lotus 98T - 1:12 Scale by Chris Swarbrick

The year was 1986. Unrestricted boost was in its last year. This era was when teams were allowed to run unrestricted boost during qualifying and also special 'C' compound tyres for qualifying.

Technically this meant that the cars had horsepower outputs of over 1000 hp and had maximum of two laps in which to post a time otherwise turbos would fail or tyres would lose grip.

Senna was a master at this and qualified on pole 8 times during this season and had 8 podiums including 2 wins.

The 98t lotus was designed by Gerard Ducarouge and Martin Ogilvie to replace its predecessor the 97t.

This car is powered by a Renault 1.5cc twin turbo V6. This engine had pneumatic operated valves which reduced the risk of engine failure at high revs. This troubled the team early in the '86 season as the engine at the beginning of the season had valve springs which were failing at high revs, so after this modification reliability returned.

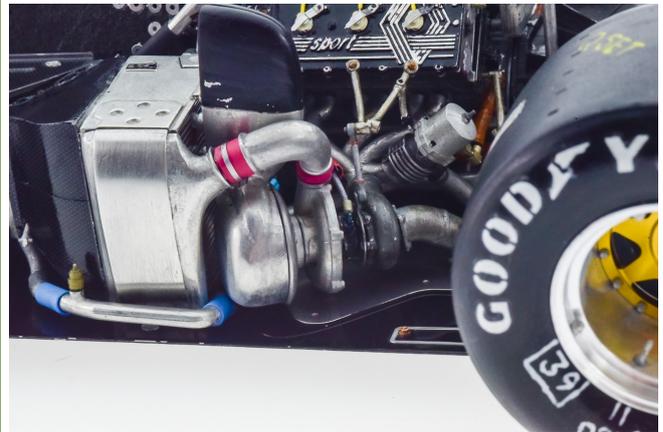
Had it not been for these early retirements many believe Senna would have won the drivers title.

Also another first for lotus was a new six speed sequential gearbox. Senna opted for the five speed leaving his team mate Jonny Dumfries to trial the

new gearbox. Other inclusions were carbon Kevlar Monocoque and adjustable ride height and turning vanes which aided in the negative pressure zone behind the front tyres and help low speed cornering down force. Water injection through the intercoolers was also included and a fuel consumption computer which was able to be monitored by the team.

The car had a dry weight of 540 kgs and in race trim produced 900 hp. In qualifying however, the car had over 1000 hp making it one of most powerful engines in F1 second only to Brabham. This was the last Lotus to wear the famous JPS Livery.

The model is by Model Factory Hiro and is 1/12 scale.

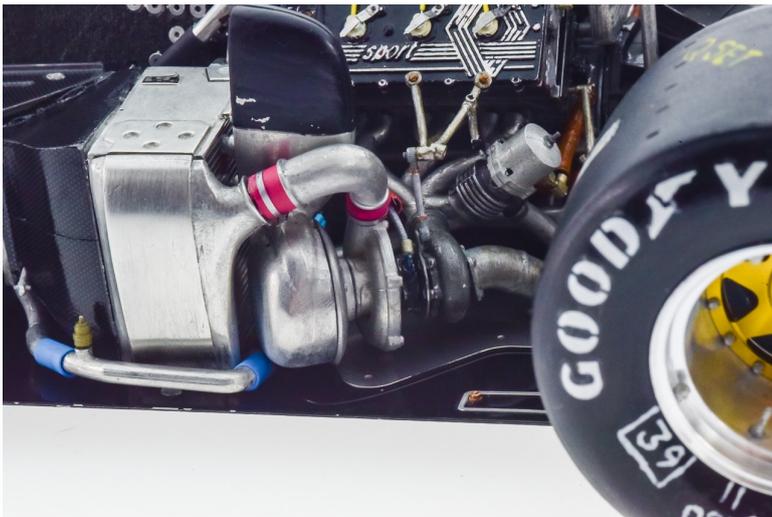


No changes were made in relation to the construction steps however for those interested the modifications carried out are as follows:

The main change was the addition of single ply tissue paper to the Monocoque. This replaced the kit issued Kevlar decals.

Pieces were cut and added to match photos then the monocoque was covered and painted in a mixture of XF84 and gunmetal. Other Mods were the addition of all Fuel injector hosing, lubricating lines to turbos with scratch built fire sleeve and quick release restraints added to fuel lines on top of monocoque.

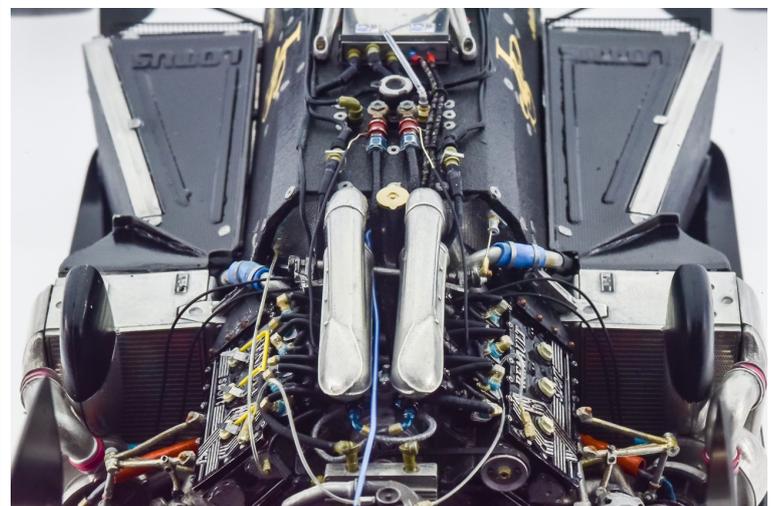
The fire sleeve was made by dabbing white glue over vinyl tubing until a rough almost bubbly texture was achieved. Then paint was mixed to match photos and applied.



Burnishing was used to all white metal surfaces by hand using toothpicks and paddle pop sticks.

By rubbing the white metal parts with soft wood it allows the oils to polish the white metal to a great natural finish. I then finished off by using Tamiya polish and sealed with ts14 clear. I applied this process to the intercoolers intake manifolds and the waste gate housings.

Weld seams were added to exhaust pipes and coloured and blended to suit. Team Tyre notes were added to match photos and were hand painted.



A quick thanks must go out here to a friend who lent me the Hiro book of the 97 and 98 t which was handy for engine close ups , monocoque views and tyre notes.

CS



A lot of attention was given to the cowl. After washing in warm soapy water the cowl was first lightly sanded and then primed with Tamiya fine surface primer (grey). Then it was wet sanded with 6000 grit. It was primed again and then wet sanded with 8000 grit to give an ultra-smooth surface.

Before painting the cowl was washed to remove sanding dust and once dry was dabbed with a tack cloth to remove all dust. The cowl was dust coated with TS14 around all edges first and given other two dust coats after approx 30 seconds all over.

It was then given four wet coats of TS14. After it was hard it was lightly wet sanded and again washed and



given two coats of TS13 clear. Decals were applied and when they were absolutely dry TS13 was applied over decals. Dust coat first then slowly build up to a smooth clear finish.

Zero two pack clear was applied to the front and rear wings as they were carbon fibre decals and I have experienced trouble in the past so applied this as per details and it turned out to my liking. All other colours were applied to match photos as some colours called out in the instructions I felt were incorrect. The kit does not include injector hosing or wiring, however, impressions are there for the builder but I decided early during the engine build that I was going to add this. So that meant drilling and adding the wires and mixing paint to match the blue of the injectors. Then added the fuel lines.

This was also the case with the oil lines to each turbo etc.

I am planning to build another Hiro kit soon and I plan to include progress photos as the build progresses to give a more in depth understanding of how these kits are assembled.

I hope I have done the 98t justice as it was made by one of my favourite manufacturers and always was immaculate when raced during this amazing time in F1.

## Australian Lotus 79—1:12 Scale MFH built by Chris Swarbrick

After the success of the Lotus Type 78 in the 77 season Lotus decided to try to perfect the idea of creating different pressures from above and below the car to suck the car to the road an effect to known as ground effect. It was during wind tunnel testing it was discovered that if the sides of the side pods where sealed with road this effect was amplified and so side skirts and ground effect was born. It was discovered that due to the higher cornering loads that the tub and the rear suspension would need strengthening. These mods delayed the appearance of the Type 79 in the 78 season to the second round of the championship.

The differences between the 78 and the 79 are subtle but worth noting. Other than the obvious side skirts, even the upper and lower wishbones and linkages are profiled on the 79 to provide clean air flow. Also the rear end was laid out differently to

again not restrict air flow at the rear. This included inboard rear brakes.

However the rear brakes did suffer brake fade as the gearbox got up to temperature. It was also discovered that due to the new found traction a smaller rear wing was all that was required which reduced drag and weight. Also the cowlings and body were different which goes to show that Lotus understood by covering the engine and giving the air a smooth flow the results were important even at the rear of the car. Its hard to believe that in 1978 Lotus were using terms like drag, low pressure areas, wind tunnel testing smooth air flow and ground effect.

The drivers for the 78 season were Mario Andretti and Ronnie Peterson. Mario was to win the drivers championship and Lotus the constructors title. Sadly the loss of Ronnie Peterson due to a start pile up at Monza was the devastating news for Lotus in an otherwise a remarkable 78 season.

### The Model.

This is quite a model complex from start to finish with 1100 or so rivets on the tub alone not to mention the rivets on the front and rear wings etc. the tub is white metal and the model is heavy. 3.6 kgs to be exact when finished. The only resin is the cowlings and front and rear uprights.

After careful inspection of the tub I decided on a natural metal finish on the tub. So all components here were polished by hand. I also replaced the rivets with resin .8 spherical head rivets as the cast white metal ones to my eye looked a bit over scale and to pronounced. The only other deviation was using top studio hosing to replace all white metal hosing as in the past I've found this hard to work with and unforgiving. That's it really. The kit is superb and doesn't really require any other

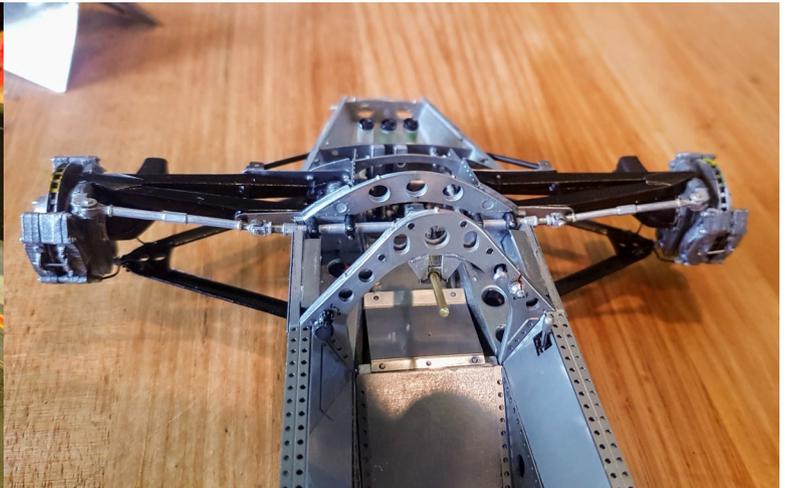


detailing. As with all the Hiro kits dry fitting and trial fits with white glue is required for the sub assemblies. I also don't deviate much from the instructions as its easy to miss a step or make errors so for me at least follow the instructions. Also because Hiro kits are in layers you can get a cumulative error effect. So its critical that all attachment lugs holes are drilled deep enough and all parts dry fitted otherwise its usually the part closest to your eye or in view that wont fit. It is also assumed that the builder is experienced with all the materials and skills required to tackle one of these kits. The area of caution I would take of is the

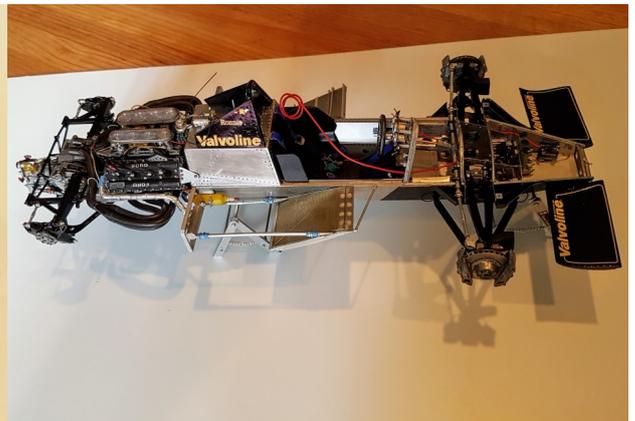
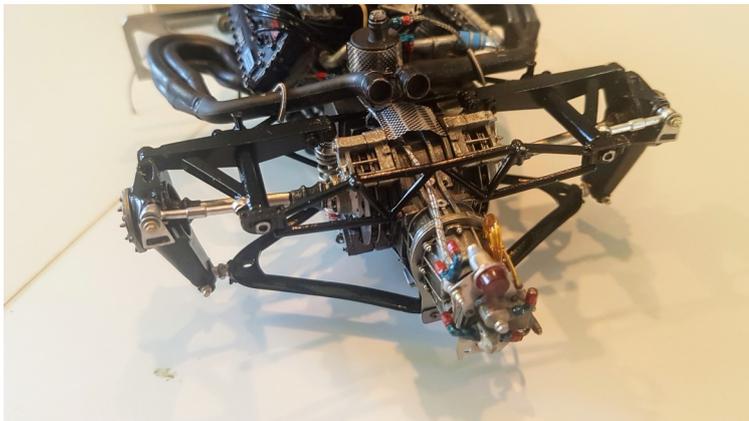
fitment and mods required on the side pods. These have to clear the radiators , coolers and exhausts to fit correctly. They have to be cut to clear the tub and radiator mounts etc but I found the guide and dimensions given incorrect.

The only details I made were the rear bodies of the toggles and switches on the roll hoop.....

**Australian Lotus 79 continued.....**



Image—Martin Keon Photography



***"I feel very lucky to have built this great car it was a learning experience from start to finish but also very rewarding. I just hope I have this car justice as in Lotus history and motorsport history its one of the all-time greats and I think with good reason."***

## South African Lotus 79—1:12 Scale MFH by Rod Hering

I did promise you some articles on the construction of the MFH 1/12 scale Lotus 79, so here follows the first. The version I decided to build was the car used by Ronnie Peterson during practice for the 1978 Italian Grand Prix at Monza, which tragically was the race that cost him his life. MFH have produced two kits, that cover most of the various chassis versions as raced during 1978.

The materials used for the parts that make up the kit are truly varied, utilising white metal and resin castings, chemically etched stainless steel, rubber, seat covering leather and various hoses and wires. Everything comes in the box, unless you are wanting to really add super detailing, but you have to look hard for details to add. As an example, Studio 27 etched weld line was added on the oil tanks etc. as per the prototype.

Having good soldering skills, and a temperature controlled soldering iron are essential. You can assemble kits these using epoxy and super glue only, but some of the components are heavy and super glue does not have tensile strength required in my opinion. My guess is that the weight of this model will be in the vicinity of 1.2 kgs when complete.

The rest of the hand tools required, are the same that any reasonably experienced modeller would have on their work bench. After the large castings that make up the chassis were



cleaned, the basic fits and clearances were checked and adjustments made where necessary. During this process the castings were cleaned and smoothed to give the sheet aluminium look of the original. Pit marks left from the casting process were filled using low melt solder. I elected to leave the chassis in the natural metal finish with a clear coat over it to prevent future oxidation and finger marks from marring the finish. With a bit of care the end result mimics the aluminium that was used in the chassis fabrication of the vehicle.

Wherever possible I use low melt solder to assemble these kits, if the assembly sequence does not allow this, then two part epoxy is used, and as an absolute last resort on small components, I will use super glue.....



## South African Lotus 79—continued.....

At this stage, the time consuming task of drilling approximately 1400 0,7mm holes for the rivets was started, and the holes populated with the supplied rivets cast in white metal. These were held place by low melt solder from the back.



To break up the tedium of drilling holes and placing rivets, a start was made on some of the other assemblies. The first was the Cosworth DFV. In typical MFH fashion, a large amount of detail is included that once you have finished the assembly will be lost to view forever. For example, pistons placed in the bores, camshafts, flywheel and clutch detail. In theory you could leave most of these parts out, and nobody would be any wiser, but for me it just enhances the whole build experience by including everything. All of the required Aeroquip fittings and hoses are supplied, and many hours were spent researching the correct plumbing and routing. The instructions provide a good basic guide, but some time and effort makes all the difference. Etched hose clamps and electrical wiring ties finish out the detailing.

In the image below, there is a large seam line between the two halves of the engine block, this is left after dry assembling the rest of the major engine components. Once the soldering process was finished the seam is filled with solder and the gap disappears. One of the main reasons why I recommend mastering soldering techniques.



The instruction sheets supplied are very detailed, and are laid out in a logical fashion, however I study them very, very carefully and will deviate from the sequence. If you don't constantly plan ahead you run into problems with painting and detailing assemblies. Constantly plan forward, but ensure that you don't miss a step in the process, and constantly check the fitting of parts that will only be fitted much further in the build process. Because these are multi media kits, the various materials have different shrinkage coefficients during production, so it is vital to constantly check, every step of the way

My advice to anybody wanting to tackle an MFH kit, is that if you are a reasonably experienced modeller, do not be intimidated. A common comment is that they are expensive, but I counter that with the argument that they are fantastic value for money, for many reasons. You are required to do research into the correct colours of components, hose routing and as detailed as they are, there is still a lot of detail that you can add. The kits are generally of subjects that are not available anywhere else, and are unmatched in detail. If you take the time involved in building these properly, the bang for buck is worth every bit of the cost.

Painting is done with Tamiya rattle cans decanted and then airbrushed, Alclad colours, AK True Metal coloured waxes and some Tamiya acrylics on smaller components.

**RH**

## Tamiya Lotus 49 conversion 1:12 1968 Tasman winner

Arthur Nijmeijer sent me pictures of his version of Jim Clark's Tasman Lotus 49 from 1968 as a tribute to the champion. Using the Tamiya 49 latest version with driver figure and photoetch parts. Arthur has picked up the alteration points of the Tasman version of the 49 by including a modified nosecone and the gold water pipe.



The larger cut-outs in the nose cone were to improve the cooling by allowing more hot air to escape. He also picked up the Ford Australia wording on the front of the nose cone.

Figures are always difficult but he has made a nice job of Jim in this one. Overall a very nice build showing that you don't always have to include lots of super detail to achieve a great result.



*With more and more registrations to receive KIT LOTUS MAGAZINE , I've made some subtle changes to the website to include a few more images and to add more pages from time to time. You will have noticed by now that I am not a skilled website designer so I apologise if it is a little old fashioned in format.*

*I would like to include more images of reader models but I will always ask you first.*

[www.kitlotus.org](http://www.kitlotus.org)

## Boys from the bug stuff – continued 1:4 scale Lotus 107

If this is the first time you have read about the project to turn a box full of parts from a 1990's era Team Lotus wind tunnel model in to a quarter scale display model of the Lotus 107, you need to step back a few issues to catch up. Until the special edition of Kit Lotus about the project is published, the index on the website will point you in the right direction. But for now, Peter Pedroza has the final verdict and before I go any further with the final story, I have to say to readers that Pete will mention me in the project but please be assured my part was only minor. Metal bashing to make the rear wing, recycling a Father Christmas sleigh to laminate MDF for the front wheels and joinery work building the mounting frame. All of the skilled, accurate work is Peter's and the graphics that of Paul Banham of CTL. Now that is finished, we await instructions from Boris that will enable Pete and me to get together and bolt the car on to it's base, the car being in Oldham and the base over in Nottingham.

The model belongs to Kevin Smith who you will know as the man responsible for most of the restoration of the 1967 Lotus 38 raced by Jim Clark at the 1967 Indianapolis 500. Those of you who witnessed the car being fired up last August at Malcolm Ricketts open day will remember it for a long time. Kevin now looks after the 38 for its current owner. It has been a long time since we first saw the box of bits that now is easily identified as a Lotus 107. Another great piece of artistry from Peter who takes up the final story:



*"As John said in the last issue with regard to the heavy wooden tyres, "Time to add lightness". He also mentioned clouds of dust when machining them, well he wasn't wrong there. Shaping the sidewalls and boring out the centres took a couple of days but it did result in a weight saving of almost 3kg - followed by a big clean up in the garage. MDF is a strange material, very easy to work but it doesn't like paint. I lost count of how many times I applied primer and smoothed it down, but eventually it was time for the top coats, satin on the sidewalls and matt on the outer "tread"....."*

*The wheels were next with the rims laminated from four strips of 0.5mm plastic card, the spokes shaped from 2mm sheet and all sprayed satin black and the yellow, "OZ Racing" was turned from 10mm Perspex....."*

## Boys from the bug stuff – continued 1:4 scale Lotus 107

..... Again all of this can be found in more detail from when I made the Type 40.

Now, when this project started Kevin Smith contacted a person called Paul Banham who some of you will have heard of. When people first look at the works Team cars they quite understandably think that the JPS, Camel, Team Lotus logos and such are stickers, but they are not. All of the cars are hand painted by the very talented sign writer Paul. From his time at Classic Team Lotus Kevin knows Paul well enough to get him to produce a full set of decals for the 107, and there are a lot of them, believe me. Eventually, after he'd apparently finished working on the bodywork for 72/7, 77/1 and 91/5, a large packet arrived through the letter box and they were stunning, they made the model come alive. The Goodyear Eagle ones on the tyres for example, absolutely superb.



And so the end was in sight, just the front wing and some small details to do. I say just the front wing, this thing was springing all over the place when I was trying to have a dry run, bits flying everywhere. It's no wonder these cars usually lose this part on the first corner of a race! The centre part of the wing and the single vortex, just inside of the wheel, were in the now famous box of bits. However, there are two of these vortex either side which is where the vacuum forming kit came into good use once again. New endplates and the bit that carries the Tamiya logo and that was another part complete.

The time then came for the model to be fitted to the baseboard, with one screw into the chassis behind the seat and another up into the wooden

part of the gearbox. Attaching the wheels to the uprights though was another matter. Because of the material used these are still quite heavy and tended to move a little bit even when bolted in place, rear wheel steering on a Formula One car?, and so an extra screw went up through the base and into the tyre, not ideal but it made the whole unit much more secure.

And so John and my self's project came to an end. Usually after I've completed a model I look at it and think it's ok but the next one will be better, however, I have to say I am very pleased with this one and just hope Kevin is happy when he finally gets it."



## EBBRO Lotus 91 1:20 scale by Simon Parsons

After an extremely messy season in 1981 with the Lotus 88, it was decided to go back to a more conventional designed car. The 91 was designed by Colin Chapman, Peter Wright and Martin Ogilvie and was built to take advantage of the ground effects, which it did in spades, there being a You Tube video of Clive Chapman explaining that it was so aerodynamically efficient that it could run upside down on the ceiling, rather like Spiderman. This was never tried, but there was no doubt that with it's lightness (It was nicknamed Colin's weightwatcher) and body design, with the sidepods extending all the way to the back wheels, the car took the best of the experiences of ground effects at the time with a certain amount of influence from the 88 and the Williams FW07 (What comes around, goes around !)

The materials that the 91 were made up of were fairly ground breaking. the Lotus 88 was an all carbon fibre and kevlar car, the first of its kind. There has always been a bit of "light banter" on this subject , because although the 88 was the first to adopt these materials, the car never actually raced at the time, so the 91 was probably the second race car, the first being the McLaren MP4, you can make your own mind up about this, but I know where my loyalties lie.

All in all, the Lotus 91, although a race winner, Elio de Angelis won the Austrian GP from Keke Rosberg in the Williams that year, never fulfilled its true potential as Lotus were not yet in the turbo era and came fifth in the drivers standings.

### The kit.

This was supposed to be a mix of two kits, the Ebbro donor kit and the Studio 27 trans kit.



Although the Lotus 91 is arguably one of the 'prettiest' Grand Prix cars of its time. me in my usual style, decided to spoil the famous neat lines and build the Monaco car with the exposed engine, that being said, the results were a 4th for Nigel and 5th for Elio at the Principality, so not a complete loss.

As always on these kits, I always begin by spray painting the main body. There was a little bit of adjustment before this could happen, you completely abandon the back bodywork, and remove the roll hoop housing on the front bodywork to accommodate the slightly taller version as supplied in the trans kit, this I did with a razor saw and cleaned up

the upper body work prior to painting, I must say I do like painting injection moulded plastic kits as against resin models, especially if they're moulded in the final body colour as I find I never have to use a primer on them and the paint goes on like mad.

It was then time to build the engine. The trans kit comes with a rather nice throttle plate with the V shaped slides at the end to accept the throttle slide springs but I had to drill new holes in the top of the engine block to accept them as the male parts were in the wrong place. The kit then has a well detailed fuel monitor which unlike the kit part, has a nice Jubilee clip moulded into it, this unfortunately was too big and was crowded out by the intake funnels( I always use the Ejan sets as they have the injectors with them, but the pots are the same size) so I had to go back to the kit part - I think you can see a pattern emerging here.

After finishing the engine, it was time to build the monocoque, Studio 27 supplied a very nice carbon fibre decal set for all the parts that on the real car are carbon fibre . They also supplied quite a few sheets of photo etch, right from the tiny parts, like pedals through to radiator grills, up to wing end plates, which really do enhance the kit. After marrying up the finished engine on to the monocoque, it was time to start doing some extra plumbing and wiring. I quite enjoyed this, in the past I've tried this sort of thing then discovered that parts of the bodywork no longer fit as they should, but with this version of the car there is no engine cover/ rear bodywork to get in the way, so fill your boots!! I still have a few of the Modelers enamelled red and blue hose couplings left, I do like these and they do help the detailing of the model, it's a pity that they are now obsolete.....

## EBBRO Lotus 91 1:20 scale by Simon Parsons continued.....

Oh dear! the angled supports are too tall and the housing won't fit over them, back to the kit part. Sadly when I put the main bodywork on to the side pods, I discovered that the plastic was warped on one side and just wouldn't lay down, I tried heating and bending the part but it wouldn't work, so I had to glue that part on, which was a pity as it covered all the carbon fibre parts, plus the hosing to the radiators, oh well.

Finally the rear wing. I had completed all of the decaling in the cars true JPS format (The trans kit decals are excellent by the way) I had to use the trans kit rear wing as the Monaco car has a much larger one than the donor kit, but being all white metal with aluminium end plates, I hadn't realised how heavy it was going to be and the poor plastic rear wing support is just too weak to entirely support the part properly - (If I was clever like Pete and John I would have scratch built a metal support, but I'm not) I managed to overcome this by making a spacer from plasticard and slipping it between the two brackets that support the wing pillar, so it now sits at the right angle.

For the price, I would have expected some nice turned aluminium wheels with the transkit, but this was not to be. I've found that spaying the chrome plastic wheels with Semi gloss varnish and polishing them with car polish gives you a reasonable copy of alloy wheels.

All in all to sum up, the Ebbro kit was excellent, just the warped front body work, which if I'd done my homework sooner, I could have discovered and probably replaced. The trans kit: PE excellent, decals wonderful, White metal parts absolutely rotten! I do hope you like the finished model though. My thanks to Classic Team Lotus and especially to Clive for allowing me to spend the day there taking photos, to Bob Dance for helping this poor modeller remove the body work of the real car when he almost certainly has better things to do and also to Kev Smith for all his help and reference on the correct hosing etc. Finally thank you John Thornhill and Pete Pedroza for reference stuff and all their support and friendship over the years.



**For a model manufacturer**, capturing every variant of a particular car can sometimes be difficult especially when that car is a Lotus 49 with many possibilities. In their RACING LINE range SMTS has released what may be the final 49 in Gold Leaf Team Lotus guise with the Emerson Fittipaldi Lotus 49C from the 1970 German Grand Prix. Listed as RL31E in their catalogue, it looks, just like all other SMTS models, just right.

In other SMTS news, Director Keith Williams told Kit Lotus that they have now perfected their resin casting techniques and will be re-releasing their Esprit range featuring the S4, Sport 300, Turbo SE and V8. these will feature resin bodies with white metal parts. No release date just yet.

Keith also confessed to reaching retirement age but he will be staying on because he loves it so much. Not just that, significant changes within SMTS are taking place in doubling the space they currently have and investing in new equipment. This is great news for the south coast producer and model builders everywhere cementing SMTS as Britain's premier producer of artisan white metal and resin models.



## Lotus model news

**Who fancies a Lotus model** with the guv'nor at the wheel? A cracking idea from SPARK is this Lotus 88 press presentation car with the man himself at the wheel. The twin chassis Lotus 88 was a masterpiece in technical interpretation but sadly, the rest of Formula One couldn't bear to be trounced once again by Chapman's superior technical logic and they conspired to get the car banned whilst other cars so obviously near the knuckle in terms of the regulations were allowed to race and win.



On SPARK's development list, no release date yet but it will have a 750 production limit so best get your name down at your favourite SPARK

retailer, It has to be one of those models you just have to have, no doubt the aftermarket will rustle up some JPS livery.

**A Brace of Lotus 21's** are on the SPARK development list. Firstly the 1961 US GP winner driven by Innes Ireland when champions Ferrari couldn't be bothered to turn up, and. Secondly, Jim Hall's 4th place 1962 car from the Mexican GP of that year. A non-championship event, required first by any country wishing to stage a formula one championship race. Once again, no date for release just yet.



**Talking of braces**, Ronnie Peterson's Lotus 59 from the 1969 Formula Two Grand Prix d'Albi joins the Lotus 59 of Jochen Rindt. At the end of a brilliant F3 season in which Ronnie won 16 races including Monaco. Part of the rewards was an invitation to pilot the 3rd Lotus of Team Winkelmann alongside Hill and Rindt. Jochen's car from the same race saw him in 3rd place two places ahead of Peterson. Both these models are limited to runs of 300 only, so once again get your orders in to your favourite dealer.



### Simon Coldicott

I was shocked and very saddened to learn from Simon's brother Emlyn that Simon, the award winning jeweller and goldsmith, had passed away on 28th May after a short illness.

Kit Lotus readers will remember Simon from the beautiful 1:12 scale silver Lotus 72 with which he won a prestigious Goldsmiths Award last year and which was featured in Kit Lotus. Simon very kindly put his Lotus 72 on display with the rest of the Kit Lotus models at Malcolm Rickett's Lotus Open Day last August where I spent a very pleasant day in his company, having met him previously when he was still working on the model.

Simon had worked for jewellery designer Theo Fennell in London for almost 40 years, his artistry attracting many wealthy clients but in particular Sir Elton John. His other model subjects included a Norton Manx motorcycle and a silver replica of the Apollo 11 Lunar Module to commemorate the 50 years since its history making landing on the moon. Railway locomotives were also Simon's forte. At the open day last August, Simon showed us the work in progress on the 1:12 scale silver Lotus 33 that was to become his unfinished symphony. His fellow artisans at Theo Fennell will now complete the project and I understand it will find a place on show at an important venue to be disclosed later, but will give you all a chance to marvel at Simon's skills.



*Simon's unfinished symphony. 1:12 scale Lotus 33 in solid silver.*

Simon's work was truly mind blowing, his attention to the smallest details are just breath taking, his 72 included 9ct Gold plug leads and a beautifully etched JPS livery. Even the carry case was a bespoke work of classy cabinet making justifying its precious contents.

I know Emlyn was rightly very proud of his brother and always enthused about his work. Simon was a very unassuming character and despite having such tremendous skills, would find the time to be complimentary about the work of lesser mortals like us. I'm sure Kit Lotus readers will want to join me in offering our sincerest condolences to Simon's family, and to his brother Emlyn and family. I also know that many of you will get to see his silver Lotus 33. When you do, you will marvel at it but you will always remember who made it.

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