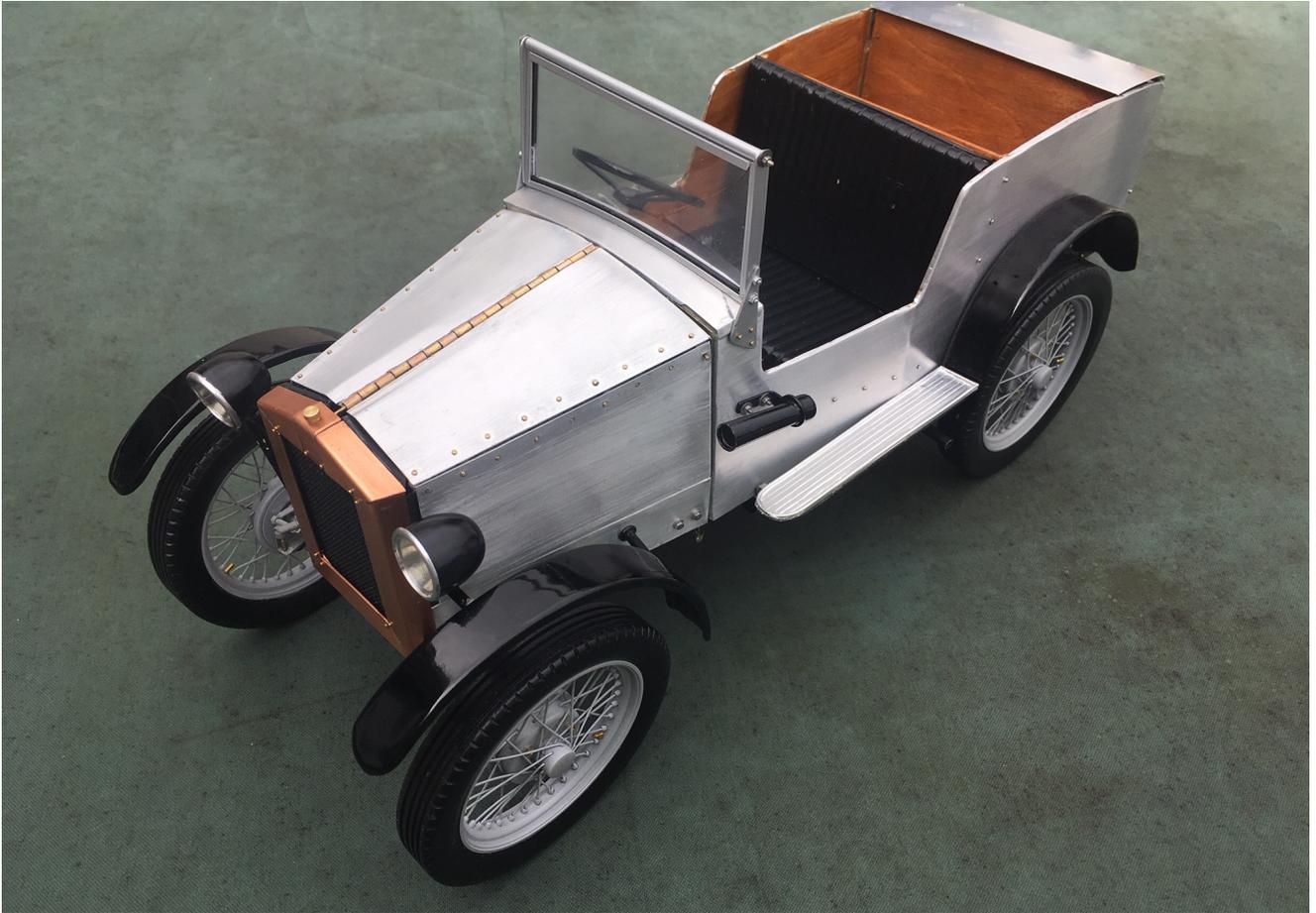




KIT LOTUS

Volume 14 Issue 4 September 2020



1: 8 Lotus Mk 1 Replica completed

In this edition of Kit Lotus:

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Quarter scale Lotus 107 delivered

Wowzers!! That came round a bit quick! Another 20 pages of Kit Lotus for Volume 14 Issue 4, September 2020.

We are still in this Covid bind but at least it is giving us all a little more time for those hobbies which is probably why we are once again looking at 20 pages. Don't expect it every time, but whilst ever you are prepared to send me stuff about your amazing model projects, I am more than happy to publish it within Kit Lotus.

Once again this time we have an international flavour, running all the way from Northern Ireland in the UK, through Brazil, Italy and Australia . A big thank you to all for your contributions.

João Alfredo in Brazil is a big fan of the Lotus 25, his pictures of the both the works cars and the Reg Parnell/ Chris Amon car are amazing showing some very skilful attention to detail. I particularly like the dash panels so closely detailed in just 1:20 scale. The finish he has achieved on the models is simply stunning.

Chris's Swarbrick and Doube from Australia once again display their talents with a 1:8 Lotus 72D and a 1:12 Lotus 99T respectively. Chris Doube again highlights what we all know which is these big expensive multi-media kits need some careful patient modelling skills if you are going to get the outcome such an outlay demands. Often we hear that the smaller white metal and resin bits go together quite nicely but the bigger resin bits sometimes need lots of rework to get them to fit. Even just this week, I have found the MG Plus Lotus 25 exhausts to be somewhat lacking. Given that they sit on the top of the model, they have to look good or it will spoil the final look, so out with the resin and in with yet more turning superlatives from the man in Oldham. Peter also reports having to remake some parts for his MG Plus Lotus 79. We mustn't really moan, at least it keeps us out of the pubs.

Speaking of Peter's skills, we ventured to a private visit recently to deliver the Quarter Scale Lotus 107. I decided to put together a separate edition of Kit Lotus for the model, it being so big and a detailed build . A bonus then in the form of two issues of Kit Lotus on the same day. The cover picture shows Peter Pedroza and Kevin Smith at the handover.

I will probably issue another special edition for the Mark 1 Replica.....

On to the Mark 1, my scratch build project is virtually complete and I am just so disappointed it won't be on display any time soon thanks to his Covid malarkey. Still, I hope when you do see it, you will think it worth the wait. The Austin Seven Special which later became known as Lotus Mk 1 is where things all began and I can't think why no diecast or resincast manufacturers have ever taken up the very early Lotus models. In the present market place, a typical production run is 300. Whilst I understand the need to maximise tooling, it wouldn't be outside the realms of possibility that more than one or two variations could be made and therefore making the commitment more viable. A standard road car for example, trials car, trials car with Ford wheels, they could all add up to several variants. You can't tell me that 300 Lotus Mk1s wouldn't sell. Inevitably, the MKII, MKIII and MKIV would follow suit to a raft of hooked collectors. Come on guys, get manufacturing. I can only hope to be judged that my 1:8 Replica of the Replica of the Austin Seven Special which became known as the Lotus Mk1 will suffice as the Lotus Mk 1 for the purpose of both my collection and future displays. A talking point at the very least.

I'm indebted to Peter Stevenson, whom I asked if he would pen an article about his Lotus Indycar collection especially as it is quite significant in a couple of ways. Now that SMTS has expanded it's UK range making a more complete collection possible plus it shows that white metal can still play a significant role in our collections representing around 40% of Peter's set. The model Indycars also serve to highlight the change and influence Lotus made to racing in America , just as it did elsewhere with sports cars and formula one. So much so that after 1963, several teams took on customer Lotus and modified Lotus chassis in their hunt for Indianapolis glory.

Claudio Giannone once again delights us with his quest for every Lotus there ever was. As his collection heads for a four figure total, he brings us more of the Lotus obscure . Make no mistake, he will achieve his target and there is already more to show you in the next issue of Kit Lotus.

If you haven't already seen it, there is a Kit Lotus Group on Facebook which you are welcome to join and to share your Lotus models with us. The only rule is to be nice to each other.

I hope you enjoy this issue as much as I enjoy putting it together. Keep the Lotus model stories coming.

Best wishes and stay safe

JT

Modelling the Lotus Indy cars

The Indianapolis 500 Motor Race has long been considered one of the blue riband events in world motorsport, indeed, as you enter the Indianapolis Motor Speedway, you are welcomed to the “World Capitol of Motor Racing”. Whilst many would disagree with that sobriquet, to anyone who has had the good fortune to visit the Speedway on the Indy 500 weekend, the atmosphere alone is unique, but rather than describe things here I would steer you towards Kit Lotus Volume 1 Issue 5 where you can read about it. Normally, Memorial Day, the last Sunday in May is the date of the race. This year everything changed and by the time you read this Takuma Sato will have won the 2020 race run on 23rd August behind closed doors and so this September issue of Kit Lotus is a good point to celebrate Lotus model cars associated with the Indianapolis 500.

Possibly, like any other evocative motor race, the Indy 500 has inspired both the model manufacturer and model collector alike to absorb any output if it has the word Lotus anywhere near it. For those like me who prefer their models to arrive in bits, plastic kits of Lotus Indy subjects are sparse, relying on American brands such as TESTORS or AMT to provide Lotus 29's, 38's and Turbine 56's in the oddly US scale of 1:25 in order to get a model kit 'fix'. British model maker SCALE MODEL TECHNICAL SERVICES (SMTS) has provided by far the biggest option of model kits in white metal and in the most popular 1:43 scale whilst Italian maker TAMEO also offers a super Lotus 56 in it's 1:43 range. Brit company SOUTH EASTERN FINECAST has a 1:24 scale white metal 38 Kit available. More recently MODEL FACTORY HIRO has provided superb full detail multi media versions of the Lotus 56 in 1:20 scale. If the ready built option is your preference, the now defunct CAROUSEL brand brought us 1:18 options for Lotus 38s and 56 followed by TRUE SCALE MINIATURES. The TSM range has a particularly fine 56. The giant of course in both size and quality is the AMALGAM Lotus 38 in a huge 1:8 scale for those with lots of space and a giant pocket book. The Lotus 38 is by far the most popular model Lotus Indycar providing the team with it's only win in 1965 and driven to victory by our very own Jim Clark. For a long time, the CAROUSEL 1:18 version gave us the best route for a highly detailed diecast model of the car and they often come up for sale on the internet for well over the original asking price. Just recently, US outfit REPLICARZ announced a new 1:18 resincast version of the 1965 Clark car. Mark Fothergill of REPLICARZ told KIT LOTUS that



Carousel Lotus 38 and Lotus 56 in 1:18 diecast



the internet for well over the original asking price. Just recently, US outfit REPLICARZ announced a new 1:18 resincast version of the 1965 Clark car. Mark Fothergill of REPLICARZ told KIT LOTUS that

“Unfortunately our Lotus 38 project has been delayed again due to the Covid 19 situation. Our factories are finally all back up and running at full operations. But the pandemic has wreaked havoc on our production and scheduling. All projects have been pushed back by at least 6-12 months. So the Lotus 38 project is not on the radar at the moment. Most likely this is a 1st or 2nd qtr 2021 release. “

A while away yet but my advise would be to pre-order as soon as pre-ordering is available if you want to get your hands on one of these. Mark also went on to confirm they would probably follow up Clark's 38 with an Unser version. I asked if the model were being made from the old CAROUSEL tooling but Mark told me that this wasn't the case and that the REPLICARZ model is a completely new resincast with some alterations from the CAROUSEL car. So far only the graphic (above left) is available but he will provide High Res images of the prototypes to KIT LOTUS when available.

Modelling the Lotus Indy cars continued....

Many KIT LOTUS readers have fine collections of models, meticulously collected and arranged in chronological or theme order and many of us will be familiar with Peter Stevenson's superb collection which includes most of the Indycar Lotus variants. Whether you are an Indycar racing fan or otherwise, the influence Lotus had on yet another branch of motorsport was game changing. First in sports cars, then in Formula One and then in Indycar, Colin Chapman's influence was phenomenal and so for us model enthusiasts, having scale replicas available help complete the overall picture, essential to collectors such as Peter. I am extremely grateful that he accepted my badgering to discuss his collection with us. It is also nice to see that white metal still has a significant influence on some of the more obscure models.

The "Dogleg" range from SMTS of Lotus Indycar variants, now that it isn't exclusive to the USA has proved a boost for those missing models so often overlooked by the mainstream. Peter has opted for many of these to be ready built in to his collection. I checked with Keith Williams at SMTS who confirmed that they still do offer a build facility but for obvious reasons has been slow of late and in any case, they are done in Bulgaria. Ask if you are prepared to wait, but, as I have alluded to before in these pages, SMTS models are designed for ease of assembly and are not beyond the capability of the average modeler. In my own experience, vac form windscreen surrounds are my nemesis. Getting them right and getting them to stay on brings out the worst in me... Peter takes up the discussion of his collection.....

"Having been kindly offered the opportunity by John, way back in 2013, to bore everyone with my passion for Lotus in a "Meet the Collector" Kit Lotus feature, he has surprisingly (foolishly?) been good enough to ask me to contribute again, this time focusing on my Lotus Indy collection.

I should emphasise that my Lotus collection is not split into or displayed under any "themes" eg F1, GT, Sports Racing, Indy, road, etc. My aim has been (and still is) to try to complete and display a purely chronological 1:43 scale collection of at least one of every Lotus type or sub-type in the sixty-five year period from the Mk I in 1948 until 2013. (I decided to cut-off at 65 years as that was my age at the time of my decision plus a line had to be drawn somewhere.....money and cabinet space!)

In principle I'm most certainly not a US oval racing enthusiast, but as an avid collector of Lotus models, it would be absolutely impossible to construct any meaningful chronological collection of the marque without including and appreciating its exciting and trendsetting (although certainly not always successful) seven year period at "The Brickyard".



And in this respect I am absolutely indebted to the legendary Keith Williams at SMTS whose superb Indy range makes up virtually all of my eighteen Lotus Indy models. Only three are from other producers. SMTS (and SRC) models still represent the core of my entire white metal and resin collection over the past 40 or so years, making up some 40% of my currently 143 handbuilts."

Class of '65



Modelling the Lotus Indy cars continued....

And so, back to the Indy 500, and we go straight to 1963. After a skillful piece of brokering by Dan Gurney between his influential contacts in Ford of America and Team Lotus that resulted in the very first "Lotus Powered by Ford" Indy entrant, the Type 29 touched down at the "500" to be driven by Jim Clark and Dan Gurney. Lotus enthusiasts will be all too aware of how Clark only just failed to grab victory in this debut attempt and the arguments still surrounding that particular (partisan?) result.

Three Type 29s were built for 1963, one of which (29/2) was shunted in practice by Gurney. Clark (#92) finished 2nd in 29/3 while Gurney (#93) came in 7th in 29/1.



Ed—Both Lotus 29s depicted are from the SMTS Range, the Clark car (left) is listed as RL57a and the Gurney car (right) is RL57b available as kit but enquire directly with SMTS first if you want a ready built version. The real cars below are (left) a replica of Clark's 29 at the Indianapolis Hall of Fame in 2007 (smug bloke in green looking on is me). I was just about to watch Franchitti take his first Indy 500 win, and the Gurney car (right) is pictured at the Barber Museum in Alabama in 2016.



Almost inevitably following their spectacular debut, the 1964 Indy 500 saw an increase in rear-engined entries with ambitious US teams and drivers eager to join the potentially winning trend. For 1964 Team Lotus produced the Type 34, once again for Clark (#6) and Gurney (#12). But the sensation of that year's "500" was undoubtedly young US hot-shot Bobby Marshman in one of the previous year's Type 29s. Marshman (#51) qualified a spectacular 2nd on the grid less than 1mph behind pole sitter Clark. He overtook Clark early in the race and was steadily increasing his lead lap on lap when a rash overtaking manoeuvre

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Modelling the Lotus Indy cars continued....

of a backmarker ended his challenge. SMTS have modelled all three 1964 Lotus runners, most recently Marshman's "Pure Firebird Special" Type 29 which I was especially pleased to add to my collection just this year when SMTS decided to release their previously US based "Dogleg" range in the UK.



The Lotus 34s of 1964 for Jimmy and Dan are also available from SMTS their listing is RL58a and RL58b respectively. The AJ Foyt car is also in the range at RL58c



Bobby Marshman's 1964 Lotus 29 'Pure Firebird Special' with extra pannier tank.

The talented Marshman very sadly died from burns a few months later in 1964 from a testing accident. He was only 27 years old. Still in Team Lotus' green and yellow colours, Clark's 1964 Indy Type 34 has also been released by SMTS (also ex-Dogleg) this time as raced at Phoenix later in 1964 by Parnelli Jones. (More about this car in 1965). Primarily as I simply don't have the space, I have decided not to add the '64 Phoenix car to my collection.

Every Lotus enthusiast of course already knows all about Clark's superb "Third Time Lucky" victory in the 1965 Indy 500. I have four Lotus models from this particular race. For 1965, Lotus produced the Type 38. Two Team Lotus Type 38s were entered for Jim Clark (#82) and Bobby Johns (model not in my collection). Gurney (#17) was also in a Type 38 but this time privately-entered and sponsored by Yamaha.

Two Type 34's also re-appeared in 1965 with AJ Foyt (#1) taking pole for the race in his Eddie Kuzma-modified "Sheraton Thompson Special" while Parnelli Jones (#98) re-appeared in his "Agajanian Hurst Special" now in gold and white livery. Jones finished a strong second to Clark in the race while Foyt was forced to retire. Finally in 1965 an entry that I believe has never been modelled was Al Miller's "Jerry Alderman Ford Sales Special" Type 29 which finished a highly commendable 4th.

Two final 1965 items in my collection, an eye catching factory produced SMTS 1:43 scale diorama entitled "3rd Time Lucky" depicting Clark at a pit-stop attended by the famous Woods Brothers pit crew. And a 1:24 scale South Eastern Finecast white metal handbuilt of Clark's Type 38.

Modelling the Lotus Indy cars continued....



Ed—The two main 1965 Cars of Clark and Gurney are Clark (left) SMTS ref RL10a and Gurney (right) is RL10b. Below left is the “third time lucky” diorama.



From 1966, a third party in addition to Lotus and Ford features strongly in the Lotus Indy story. This was the ebullient Andy Granatelli and his STP corporation which sponsored Lotus at Indy until their withdrawal from Indy competition in 1969. STP also brought with it their gaudy “day-glo” red colour scheme.

Sadly the “STP Years” failed to repeat either the promise of 1963 or the success of 1965 with the notable exception of an ultimately frustrating 1968 campaign where the STP Turbo Lotuses completely dominated most of the race but were forced to retire with mechanical problems with victory almost in sight.

For 1966 the Type 38 was to be superseded by Maurice Philippe’s Type 42 but problems with the intended BRM powerplant meant that Ford powered Type 38s were again pressed back into service both in 1966 and 1967.



Ed—But for two spins, in which Clark demonstrated his mastery of car control and which would have eliminated any lesser driver, Clark would have been a clear winner in 1966. As it was Graham Hill’s Lola took the Borg Warner Trophy leaving Clark to settle for second place despite an initial disputed lap scoring result from the Lotus camp. Al Unser drove the second 38 to 12th place. His car raced with Lotus front wheels and Halibrand rears. Graham went on to become Jimmy’s team mate the following year.

Modelling the Lotus Indy cars continued....

In 1966, there were in-all five Lotus cars entered at the Indy 500, including two Team Type 38s for Jim Clark (#19) and Al Unser (model not in my collection). AJ Foyt also raced a Type 38 "Sheraton Thompson Special" (modelled by SMTS/Dogleg but not in my collection). This was eliminated in a first lap pile-up. And Mario Andretti was entered in a "Dean Van Lines" Type 38 that he eventually chose not to race (also modelled by SMTS/Dogleg but not in my collection). Al Miller re-appeared in his "Jerry Alderman Ford Sales Special" Type 29 but, similar to Foyt, was eliminated in the first lap pile-up. Clark only just failed to clinch back-to-back Indy victories in 1966 finishing 2nd to Graham Hill in a Lola, while Unser was classified 12th after crashing.

1967 was for Team Lotus a year to be forgotten at Indy. Yet again the Type 42 was planned, but the BRM H16 engines once more failed to materialize. So for a second time Team appeared in up-dated Type 38s one for Clark and the other for Graham Hill. Clark (#31) raced Type 38/7 while Hill (#81) eventually competed in a one-off Ford powered Type 42F. They were eventually classified 31st and 32nd respectively. A more successful Lotus based performer in 1967 was Larry Dickson in his Eddie Kuzma modified Type 38 "Vita Fresh Orange Juice Special" (this was the ex-Dan Gurney 38/3 from 1965) in which Dickson finished 15th. I'm not aware of this car having ever been modelled. My 1967 Type 42F model is by Spark as unfortunately, to the best of my knowledge, SMTS never modelled this car.



ED—Jim Clark's 1967 car (left) SMTS RL10d and on the right the Spark resincast Lotus 42F. Spark also has the Clark car in its range with driver figure. Oddly enough both manufacturers made the same error in modelling Clark's car as the Indy 500 race car. The car shown (#31) is the pre-race car which is the one you will see in the official Indianapolis Motor Speedway publicity shot taken in the pit lane during qualifying. On race day Clark's car sported a white side tank which was positioned a little lower than the red one. Subsequently the rear suspension radius rods were mounted lower as well .



Ed—Clark's 67 Indy 500 car with correct coloured side tank. This is a 1:18 scale CAROUSEL Lotus 38 which I converted from the 1966 Al Unser version. Changes included the tank , mirror arrangement, air trumpets, rear wheels , ignition box and of course the livery. All the extras were scratch built. The tank is made from MILIIPUT. Note the scary clear plastic fuel line, symptomatic of safety precautions in period.

Modelling the Lotus Indy cars continued....

1968 was the year of the turbo for Lotus with no fewer than four Pratt & Whitney turbo powered wedge shaped Type 56s being entered under the "STP / Team Lotus" umbrella. The tragic deaths of Jim Clark and Mike Spence forced a revised driver line-up with 56/1 driven by Joe Leonard (#60), 56/2 assigned to Greg Weld but not raced due to damage from Spence's accident, 56/3 assigned to Graham Hill (#70) and 56/4 driven by Art Pollard. In qualifying, Joe Leonard powered his Lotus to pole with Hill second. In the race, Hill was excluded on lap 110 when he lost a right-front wheel, but with only 42 miles to go of the full 500, Leonard was leading the race with Pollard holding a steady 7th. However just nine laps from the finish Leonard and Pollard both suffered irreversible breakdowns when their fuel pump shafts sheared after a prolonged yellow-light run. Both Joe Leonard's and Graham Hill's Type 56s are in my collection while purely for nostalgia I also have a Spark model of Jim Clark's Type 56 test run at Indy in March '68.



Ed— Models shown above are Clark test run by Spark (left) and right, the SMTS version of pole sitter Art Pollard

With relationships between Granatelli and Chapman increasingly strained, 1969 looked likely to be a make or break year for Granatelli to claim his first ever (and much longed for) Indy 500 win. But sadly it was not to be, at least with Lotus, as a disastrous hub manufacturing fault caused Mario Andretti's Ford turbo powered Type 64 to crash in qualifying resulting in all four of Lotus's extremely complex and sophisticated new creations being withdrawn from competition. Lotus had arrived at Indy with four Type 64s, 64/1 as a spare, 64/2 for Graham Hill, 64/3 for Jochen Rindt, and 64/4 for Mario Andretti (#2). With all his Lotus entries out, ironically Granatelli went on to claim his first ever Indy 500 win that very year when his back-up car, a Hawk-Ford, was driven to victory by Andretti carrying the same race number as Andretti's crashed Type 64! Andretti's Lotus 64 is the only Type 64 in my collection.



SMTS Lotus 64 listed as RL96

After 1969, Lotus never again competed in the Indy 500.....

Just one more however for my Lotus Indy "wish list". It's the Gerard Ducarouge designed Type 96 from 1984 which was only ever seen as a prototype. This Indy concept did not proceed as owner Roy Winkelmann was unable to secure sufficient backing for his project. It was a still-born modelling announcement from Formula Models, sadly shelved following the death of master modeller Colin Fraser. Might SMTS be encouraged to take up the challenge? I'd even live with one from Spark!! " PS

Edai 1:8 Scale Lotus 72 by Chris Swarbrick

It is good to have another Lotus 72 model build to report on, this time it is the 1:8 Scale Lotus 72D of Emerson Fittipaldi in the famous John Player Special war paint. This is the largest 72 model available in kit form although I suspect it may not be the last. This version of the kit and the car has been released under three brands: This one, EDAI GRIP plus REVELL and ENTEX and whilst currently "out of print" it does come up fairly often on the internet for around £400-£800.

I think it is a brave person who takes it on as Chris's text will explain, it is always difficult to judge from photographs of finished models whether or not you are looking at the 1:8 car or the TAMIYA 1:12 version. Even so, the 1:8 scale model gives the ambitious modeller opportunity to go much farther in adding fine detail. Chris is one such modeller as his excellent Lotus 98T and Lotus 79, featured in Kit Lotus Volume 14 issue 3 bear testament. This time Chris has gone even further by publishing his build notes on the 72. Chris takes up the story:

"The Lotus 72 changed the game in F1 when it was introduced in 1970. It would appear in F1 for I think 6 years win three constructor's championships and two world titles for drivers. its unique design which included side mounted radiators, inboard brakes and specially designed suspension front and rear made this possible. The car was designed to be very kind to the new soft compound firestone tyres allowing the car to go race distances on almost qualifying tyres. It was the first car designed with tyres in mind. In the later years as the profiles and compounds changed and with Goodyear being the tyre supplier the 72 started to lose its edge.

The type 72 went through various models however the one that stood out to me was the 72D that gave Emerson his first world title.



Previously the Lotus 79 was my favourite of the Lotus F1 cars however after researching this car and knowing more based on the length of time it was raced and the brilliant design which eventually led to the 79, this has become my favourite.

This car was my fathers favourite car and after losing him to dementia in early November last year I was grieving and needing a build to lose myself in. After some discussion with my very patient wife and some sole searching I located a

1/8 scale Edai Grip 72d Lotus in Queensland Australia. This rarely happens and so my wife after some late night bidding won the kit and I had it to start.

The build started in early December 2019. I started cleaning and washing all parts and organizing them into the different sub assemblies and taping the body and tub together. I have found with older kits this helps the styrene normalise. I stripped the chrome from the parts and planned the modifications using the kit as a base for some scratch building.

I started the build with the front end. I don't usually deviate from instructions but as this monocoque was in two halves with the tub in between I opted not to assemble this first as the intructions suggested. I then manufactured the steering arms by tapping alloy tube and scratch building rod ends with threaded nickel wire and styrene nuts. This was was also done for all suspension components front and rear. drop links and upper and lower wishbones were modified to accept the new modified rod ends instead of the clip together original design. I then set about to drilling and adding .8 spherical head rivets and scratch build cover pates for internal hub mounts and detailing and painting all component to match references. To aid in the front end assembly I constructed a jig from balsa which picked up the upper and lower wishbone mount holes. This kept everything square. From there assembly was straight forward and all detailing was done and parts fitted whilst on the jig. The modifications are extensive but on the front end they include brake lines, brake fittings, extinguisher lines, modified boosters with actuators from pedals to boosters, pedal box position holes andsimulated nuts and P.E washers everywhere etc etc.....

Edai Grip 1:8 Scale Lotus 72 by Chris Swarbrick continued.....



Changes to the front end fixings give the model a purposeful look

Simulated nuts and photo etch washers everywhere etc.....

Next was the engine. I have never built a 1/8 scale DFV before however. First I assembled the block minus the valve covers. I removed all moulded nuts. Painted in xf56 and dry brushed in xf16 cleared with ts80. I fitted all the simulated nuts and Drilled valve covers and painted and fitted them. Scratch built parts here are numerous as well but heres a mental list. Slide plate assemblies including scratched up springs mounts and air box clamps clips and springs, rev limiter and coil wiring detail gauze screen and clamp, throttle linkages, linkages to slide plates, dry sump water pump mods with white glue for weld seams, simulated nuts on water

pumps and oil pumps, resin hose ends and top studio hosing to injector pump, plug lead spacer plates and lead numbers, clear tube inside vinyl black tubing for injector lines. Tubing was added to the left hand side of the cam cover to containing wiring as per most reference pictures of the DFV(Ed Note: paint refs are Tamiya).

The Gearbox assembly came next and the modifications included were simulated nuts, brake bake clips, brake hosing, rear oil tank hosing using TOP STUDIO hosing, battery clamps, terminals, clamps and wiring harness.

Rear suspension was as per the front with alloy tubing and scratched rod ends replacing clip together assemblies. Alloy tubing used to replace rear and front anti roll bars and the rear drilled in six places on each side to replicate adjustment holes on references. The drop links here were made from brass stunts. Used as hand rails in model ships. The stems were cut and dressed and die set used to add threads. The engine and gearbox were mated together at this point.

Next was the interior, tub and dash etc.

Modification here were styrene strip and rivet detail in tub, hatch cover for extinguisher, scratch built harnesses and buckles, bbk gauge decals and correct fittings for rear of gauges, gauge clamps, drive head for tacho, anti kink spring for tacho cable, lotus id label. Electric pump detailed using simulated nut nickel wire and cables, dry break filler and vent cap detailed and vent tubes added.....



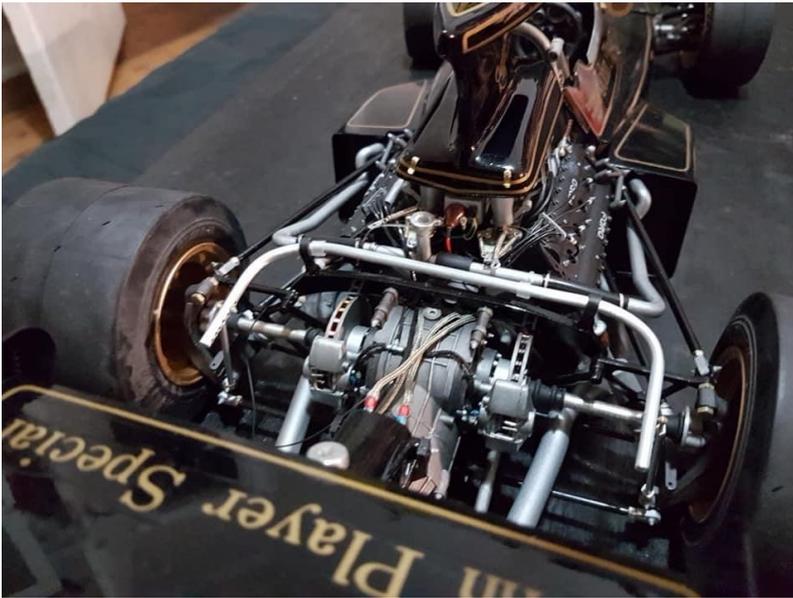
Nice detailing and wiring on the DFV engine

Edai Grip 1:8 Scale Lotus 72 by Chris Swarbrick continued.....

Then all that was needed was paint and decaling and assembly. I used Tamiya ts 14 for all black body part, spoilers and cowls etc. clear coated with ts13 very carefully.

As with all modelling good references are a must and I have to thank Haynes for a great manual on the 72. I used this as a guide for sketches and during the build.

I hope I've made a proper account of this iconic car. I really enjoyed this build as I have pushed myself to make it as good as I feel I could do. “
CS



Ed note -

During the build, Chris created lots of notes and sketches which he intends to compile as a document for publication, which will be a brilliant tool for anyone tackling this super big scale model.

He is working on getting this publication designed and printed. Kit Lotus will feature the book when it is ready. One for your diaries to keep a marker on.



Claudio's Lotus model collection heads toward 1000...

Claudio Giannone from Italy sent us some updates on his prolific collection of 1:43 Lotus models and with a stated aim to hit 1000 before much longer. He is well over 900 at the moment and with his good friend Paolo Giardino's help producing many of those Lotus models which can't yet be bought, that 1000 model target will soon surpass and head well beyond. Claudio and Paolo certainly haven't let the grass grow whilst they have had more time like the rest of us, so I will attempt to give you all the updates. I hope Claudio will be generous in his forgiveness if I miss anything. Here goes.....

Earlier this year, Claudio bought an AxelR Kit of the Jim Russell Lotus 59 and passed it over to Paolo for a serious build. Inevitably, a bit more was added to what is already a very nice model and the result is the Emerson Fittipaldi car from the 1969 Guards Trophy.



Next, a 1979 SRC Lotus 79 was given some treatment to produce a Lotus 79X used in practice by Mario Andretti at the 1980 Brazil GP. In its striking Essex livery, this model boast modified rear wing, exhausts and engine cover and is depicted with the bodywork so that the monocoque, gearbox, engine and cockpit detail can be seen.

A couple of rarities now which Claudio is hopeful to complete. He has an ONYX Pacific in 1:43 which was entered as Pacific Team Lotus in 1995. Missing from the model are the Lotus decals which sit on either flank of the Pacific nose, so if anyone has some spare, 3mm diameter Lotus badges, please get in touch.



The second rarity, not that most of Claudio's collection couldn't be equally described, is a Lotus 56 which Art Pollard ran in the 1969 Indy 500 with an Offy engine in 1969. If he does get hold of the bits, be sure that the engine cover will need to be off in order to justify all that effort.

As yet we are still on the lookout for pictures of the Colin Bennet Racing Lotus 78 driven by Brancatelli in the Lotteria Monza 1980 Aurora series race. Search your archives.

Claudio's collection continued.....

Two more of Claudio's gems are : This Lotus 49 depicting Jim Clark's epic car from his epic drive at the 1967 Italian Grand Prix at Monza , a race described by Claudio as "the most beautiful race ever" and the subject of lasting debate ranging from the 'mechanics gallon' to whether the car was running just too rich or, whether there was actually fuel still in the car at the end but the fuel pumps just didn't pick it up. Alas the stuff of fairy tales didn't hold true for Jim that day but gave us the fans an epic even if Jim didn't feel that way. Here Paolo has added detail to the XXXXXX donor car to create the desired effect.



Next, another very rare Lotus and a just reward for the effort Claudio puts in to researching his subject. Sponsored by Villiger Cigars in a striking yellow livery and entered in to the 1971 Italian Grand Prix at Monza , was this Villiger Herbert Müller Lotus 72. After John Surtees bought the Walker Team following Rob Walker's decision to quit, he acquired the ex- Graham Hill Lotus 72C. The car had been used in practice the previous year then throughout the latter part of 1970 without any success. Jo Siffert was involved with the car ending up at Siffert's garage in Friburg Switzerland where it changed hands again to Herbert Müller. It was painted in the Villiger Cigars livery and entered for the 1971 Grand Prix. However, it never went to Monza, quite possibly a decision taken in light of the ongoing legal issues with Team Lotus and the Italian authorities over the death of Jochen Rindt the previous year. So, possibly a Lotus that never was but we have the pictures, care of Paolo's skilful conversion, alongside the real car.



On the left we see Jo Siffert delivering the car to Herbert Müller outside Siffert's Friburg Garage. The car at this point is still in the Rob Walker colours and complete with Graham Hill's unique rear view mirror arrangement, something the Lotus Team cars never used.



Lotus 25 1:20 modified TAMIYA by João Alfredo

It doesn't matter in which part of the world a Lotus model enthusiast may live. he or she will always have a favourite. Time and time again the Lotus 25 comes along to claim that accolade, predictably, something which binds most Lotus enthusiasts together is being a fan of Jim Clarke, thus ensuring that if you buy a Lotus 25 model or kit, it will be a replica of a car driven by Jim. I am delighted to welcome one such Lotus enthusiast João Alfredo from Brazil. Quite clearly a very accomplished modeller, he very kindly sent me pictures of his Lotus Lotus 25's together with some tips and techniques showing how he converted each one to a different version and driver with some excellent results.

Two versions of Jim's car are represented from both the Dutch and Italian Grands Prix. With an eye for detail



João has picked up on some extra detailing with his kits. Starting with a modification to the engine cover. He has included a metal gear lever and made a super job of detailing the dash panel by firstly removing the moulded in details and adding photo etched metal instrument rings, rivets and switches. I asked him in particular about the amazing glazed finish on the dials. He uses a two part clear acrylic resin called Vidro Crystal and I think you will agree the effect is brilliant.

Another modification requiring great skill and accuracy is the windscreen. The way João has inserted rivets into the surround shows a great deal of skill. It isn't easy drilling

into clear parts.

Similar detailed alterations to shock absorbers, extremely effective detailing of the wheels and steering wheels all contribute to making a super outcome.

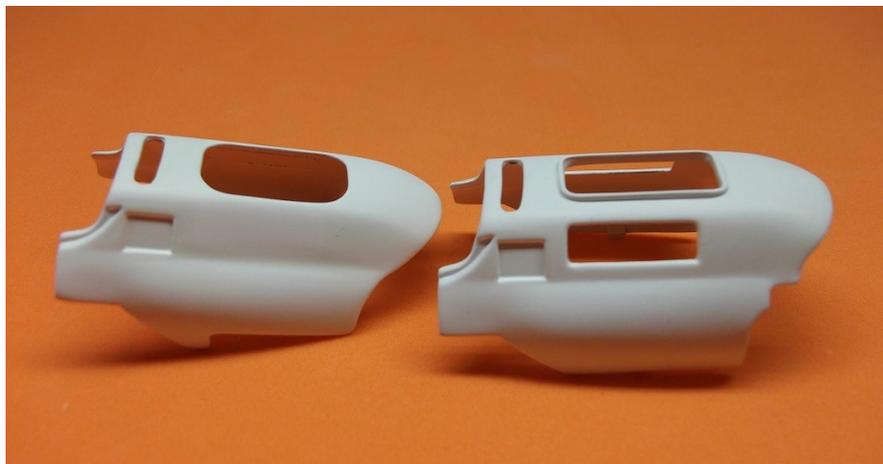
João has also accomplished a concours level paint finish. Here again I asked him how he achieved this amazing shine and he confessed to using two part vehicle lacquer with a base coat and a clear coat.

Seats have been given the detail treatment as have the steering wheels.



Lotus 25 1:20 modified TAMIYA by João Alfredo

João wasn't content with just depicting works cars. In the 1964 Season, Reg Parnell Racing entered Lotus 25's for Chris Amon and Mike Hailwood, usually with BRM power but for the Austrian Grand Prix, Amon ran with a Coventry Climax engine although he retained the engine cover styled for the BRM.



The wheels and tyres on Amon's car were also different to the 1963 Lotus 25 of the Tamiya Kit. Fortunately, Indycals produce the correct wheel but the tyres are from a TAMIYA Honda RA272 donor car.

Sadly as all too often in Chris Amon's illustrious career, he recorded a DNF in Austria. I think you will agree

though that João has achieved something a little special here.

Amon's car is shown here to the left and again with the brace of Team cars below.

I don't think we can ever get too much of the Lotus 25, no doubt this South American set of 25s will expand and I hope we will see more.



The flawed Hiro by Chris Doube

As a famous writer once said: writing comes from pain, if so then this article deserves a Pulitzer. Being the 10th large scale Hiro I have completed, I am fairly well versed in the difficulties encountered building these kits, but nothing could prepare me for the horrors lurking within that black pandora's box. Considering Hiro have already produced the 97T and the 98T which are very similar designs it is hard to believe this kit has so many problems, as basically the 99T is just a Honda engine 98T painted yellow.



I must admit at this juncture, that the 99T is not my favourite Lotus, mainly due to its livery. I well remember the announcement that Camel were replacing John Player as title sponsor of Team Lotus, and thinking that they had gone to the most elegant livery in F1 to the most garish. My mother referring to it as "the flying custard tart". On the other hand it was a very important car for two reasons: Firstly it was the last Lotus to win Grands Prix (Monaco and Detroit 1987). Secondly for its revolutionary active suspension. Therefore, it deserves to be honoured with this flawed masterpiece by MFH.

The kit I purchased is the C version, late season car which features a lot of revisions mainly aerodynamic, including a slightly lower body top, improved radiator exit ducts, and a more waisted body work around the rear to improve air flow over the top of the undertray. In addition a five element rear wing replacing the central pillar model on the earlier car. The exhaust system turbo intakes and wheels are also different.

There were many issues encountered with the build, starting with the engine which is just a solid block of resin which had complicated ancillary attached to it. There were lots of tubes and wires with no instructions for installation. Even with reference materi-



al a lot of improvisation was required, for instance the plug leads were just pushed into the V of the engine with no distributor to attach them to.

The next step is the monocoque and front suspension which a very similar configuration to the previous kits except that the top front wishbones don't fit properly causing camber problems with the front wheels.



The flawed Hiro contuned.....

The monocoque and front brake ducts need to be covered by a fine carbon film and the complex shape of the brake ducts is quite difficult to cover needing to be heat shrunk on the curves. With the rear brake ducts, inexplicably a much thicker decal is provided which is impossible to shrink fit. Fortunately, with so many versions of the kit provided I was able to complete using excess fine carbon film from the other versions. Otherwise I would have been forced to paint both the front and rear ducts black.

The next obstacle were the wheels that have a thin yellow decal ring which has to be applied, which on the front wheels it is too short. Fortunately the decal for the rear wheels is too long, so I was able to use the excess to graft into the front wheels.



Another fault with my kit was that two left and radiator ducts were provided and I did not fancy my chances getting a replacement in the current circumstances. Thus, I was forced to modify the existing part by reversing it and cutting out the brace and mounting bracket and re-gluing them the other way round.

The next major issue was with the undertray, which is resin (not photo etched metal as on the previous kits), and is thicker which means that the screws provided were not long enough. Fortunately I had a lot spare screws from a Tamiya Caterham 7 that I built, and was able to find some

longer ones that saved the day. God knows where I would have got such small screws otherwise! Also, the mounting holes to screw the undertray to the bottom of the car are not in the right place and have to be modified as this affects the alignment of the body top.

The final major problem with this kit concerned the rear wing, which is made of 5 small wing elements attached to the endplates by 26 small rivets. This would be hard enough if it fitted, however, the length of the pieces for each side are not exactly the same and required filing to make them parallel.

My final criticism is that the instructions say to paint the engine, gearbox, rear suspension and undertray semigloss black which gives no definition to all the detail. Ultimately, I decided to paint the gear box in a mixture of matt black and gunmetal which looked a lot more authentic. Lotus seemed to be very proud of this gearbox as their name is cast into it at least 6 times, so I highlighted this in silver.



The Camel livery was quite basic but you must take into account when positioning the decals that the centre of the M is not the middle of the decal as the stylised A is a bit longer. Also, the starting point I used on the body top was to position the back of the camel's hump next to the holes for the rear-view mirrors.

In summary, this Hiro had a lot of unnecessary short comings, which mar another otherwise fantastic achievement by the company. And you couldn't pay me enough to build another one!!!!

Project 1 at 70.... fin

Project 1 at 70 was the title I gave to this as it sort of coincided with Lotus being 70 years old. It was June 2016 when I took the first pictures of the Lotus Mk 1 Replica during a visit to the Barber Museum in Alabama. Classic Team Lotus had very kindly brokered a meeting for me with Lee Clark who manages the world's largest collection of Lotus Cars amongst the 1250 vintage motorcycles at the Barber (see KL Volume 9 Issue

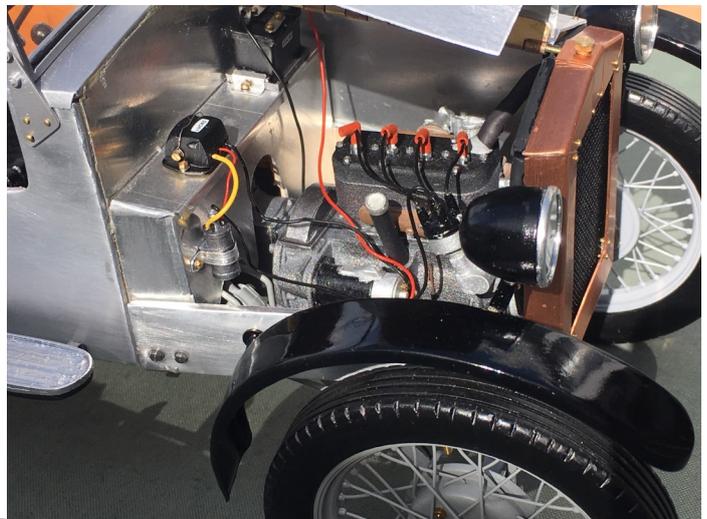


4) Lee and his colleague John Viviani were very kind to Sue and me and after showing us around the collection, arranged for the Lotus Mk 1 Replica to be taken out of its third floor display, down the vehicle lift into the private restoration area where the public aren't allowed. There I was able to measure and photograph the car which would later fulfill an ambition to scratch my own Lotus MK 1 in 1:8 scale.

Being realistic about this, I can only say that I have built what I think is a fair representation of the first ever Lotus using the replica. In the absence of the real car, I won't presume it is an accurate reproduction other than I think it looks the part. Detail inaccuracies were inevitable given there are

so few pictures of the actual car in period but those that are the car in different guises. Using Ford steel wheels for example, no seat upholstery and the windscreen either not on or folded flat. Inevitable inaccuracy under the bonnet is due to the Barber replica sporting a Reliant engine rather than the original Austin Seven so please bear with me. I'm sure when Bill Friend built the replica, he did so with the best of intentions to represent the first ever car to become known as a Lotus. I hope that I too in creating this scale model have done the same.

Some other things which differ to the replica I saw back in June 2016 are: I decided to use the OX9292 registration rather than the period number worn by the replica to make it road legal and I also left off the front registration plate. The reason? It hides some detail of the front suspension on the model. There is a mounting hole for a rear light on the



replica so my model wears a rear light. So that's about it.

I have plans for a more detailed account in another special edition of Kit Lotus but in the meantime, I hope you enjoy these pictures. Maybe one of the specialist producers will be tempted to produce similar in 1:43 or 1:18? I have enjoyed the scratch building immensely and already have plans for another project.

More Lotus model news



I'm not aware if the UK importers Hobbyco have taken any shipments of the long awaited EBBRO Lotus 49C yet but it is available from the far east via the internet if you are too impatient to wait for your local model shop to get hold of this very nice Kit.

Just a tip though, UK VAT rules and import duty can catch you unawares so bear that in mind if you do decide to buy. A £55 kit from the US for example can sting you for VAT and up to 4% import duty. The Royal Mail (bless them) will also want their wedge and can charge around £8 handling fee. Also the rules about the value of gifts has changed with gifts over £35 liable for VAT and duty.

On the latest development list from Spark is the 1:43 scale Lotus MKIX of 1955 entered by Lotus in the 24 Hours of Le Mans race of that year and driven by the man himself Colin Chapman and Ron Flockhart at car 48. Chapman's 1098cc Coventry Climax powered MKIX was shorter and lighter than the previous MK VIII – so it would fit inside the team's transporter – and was the work of Frank Costin. XPE 6 was the second works chassis and had faired in headlamps rather than the previous retractable pop-up headlamps fitted to all other MKIXs. For the Le Mans race the pop-up lamps were replaced with spot lamps, an item which didn't impress the French scrutineers. The car was also the first Lotus to be fitted with the new Girling disc brakes. After working up to 27th place overall, Chapman was black flagged after reversing back on the track after an 'off' into a sand trap.



Formerly, the IX was only available via a very nice resin kit of the car by MIDLANTIC MODELS which became very hard to find. This SPARK model will appeal to all Lotus model collectors.

As usual you can expect a very well detailed model from Spark with a super finish. No release date yet so keep an eye on the usual channels.

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