



KIT LOTUS

Volume 17 issue 5 November 2023



1:8 Scale Scratch Built Lotus 59B

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1:20 Scale Lotus 63 Resin Kit

Kit Lotus Editorial – the world's only magazine dedicated to scale model Lotus

A little under eight weeks has passed and here we are with another batch of Kit Lotus news and stories in Volume 17 Issue 5, I hope it gives you some light relief given what seems to be going on all around us. We are very lucky to have interests we can immerse ourselves in and share the common pleasure of our hobby. That always seems to manifest itself with very talented people extending their knowledge for all of us to enjoy and comes across very strongly in this issue. We have mainstream stuff with news of models from Tecnomodel, Corgi and Spark, but the majority of content in this issue could mostly be described as 'off grid' with yet again examples of that great talent translated with fellow enthusiasts in mind.

When someone has an idea that can benefit other modellers in a way that requires hard work and effort on the part of that person before the idea can be shared, but they are convinced it is worth sharing, it generally comes without some great expectation of grand return on their efforts, just more of an idea that expenses can be covered. Two examples of that are showcased here in the true tradition of the artisan.

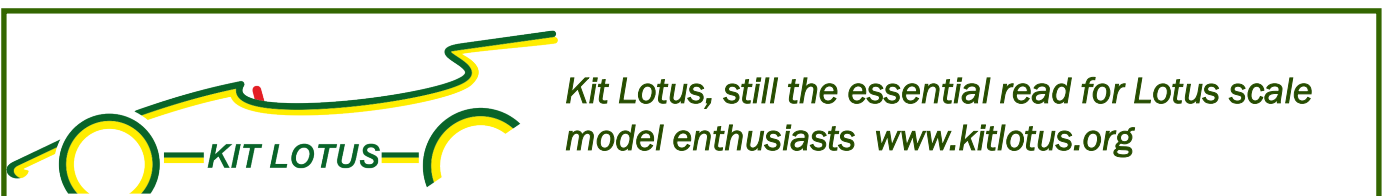
First we have a 1:20 resin kit of the Lotus 63 which has been put together by Paul Munby and is now available as a short run of just 99 pieces. Paul has done kits before but this Lotus 63 has been several years in the making, first reported to you way back in Volume 8 issue 4. Whilst it would be easy to throw a few bits in a bag, Paul recognised the need to have a kit that could be built with a modicum of modelling skills without having to scratch around for bits, and which would make up a nice model from the outset. In my opinion he has more achieved that. I have made an initial review of the kit whose subject choice will fill a huge gap in any 1:20 collection. Paul has made the kit available at an extremely competitive price and details are included within my review.

Next we have a book. One that, like the 63 model has been mentioned before in Volume 14 issue 4 when Chris Swarbrick showed us his wonderful 1:8 Scale EDAI GRIP Lotus 72D when the Pocher equivalent wasn't even a twinkle in any one's eye. He mentioned that he had kept copious build notes and that one day he would like to put them all together in a book so other modellers could enjoy the benefit of his methods and solutions for the Lotus 72D, which incidentally would be pretty useful for anyone building a 1:12 scale 72 as well. I am delighted to say that he is ready to commit to print and that Kit Lotus will be helping this along by arranging the printing and distribution from the UK, the cost in Chris's native Australia being quite high so as not to be viable. As with Paul's kit, these books will be in small print runs so it is important anyone wishing to get hold of one let's us know. Details are included.

Scott at Grand Prix Decals is also working on a new project for a Lotus Components Thames 400E van but it just isn't quite ready yet, so hopefully I can share that with you next time.

There is much more in this issue to whet appetites including Peter Pedroza's latest showstopper, his Winkelmann Racing Lotus 59B, superbly scratch built in 1:8 scale which he describes as "straightforward" ? not language we mere mortals understand when it comes to building anything, kit or scratch built. Ask anyone who enjoys a MFH challenge! Which in turn links nicely to Simon Parson's featured 1:20 MFH Monaco winning Lotus 49B, challenge accepted, overcome and standing as a great advert for these wonderful kits.

Lower formula seems to be an accidental trend in this issue as we showcase two more Lotus types in 1:43 scale, the highly successful Formula Junior Type 20 and Type 22, both emanating from MEAkit43 in Bruno's SPL range. His SPL models are only available as ready built items and are destined to fill another gap in the list of Lotus types in 1:43 scale, both Jo Siffert and Team cars are included for both the 20 and 22 with an added Ian Walker type 22 as well.....



Kit Lotus editorial continued.....

I have started a new Weird Stuff section because of the pictures and stories of Lotus items I get sent or I obtain that in no way can be described as main stream models. There is even a Tea Cloth that at all costs should be kept away from the kitchen but mostly, the section cries out for help in identifying the source of some odd models that probably were not odd in their day but whose origins have not stood the test of time.

This issue wouldn't be complete without saying a big thank you to Malcolm and Jill Ricketts for their wonderful open day on September 30th enhanced this year with a visit by Classic Team Lotus and their super, recently completed Lotus MK 1 showcar. The event raises money for the local Isabel Hospice some £3800 heading their way this time. It was a privilege to be invited and for this time, to have another exhibitor alongside us. The hard copy magazine ABSOLUTE LOTUS. We have had the pleasure of being adjacent to AL on several occasions at Race Retro. The magazine covers everything and anything Lotus from early stuff to brand new including some bloke writing about models?? and is well worth a read, in fact Adam Wilkins the publisher has generously given us a code **Kitlotus23** to get a couple of quid discount on a subscription. The code is available until 31st December so if I were you I would jump on to their website and treat myself to an early Christmas gift. ABSOLUTE LOTUS is published every two months.



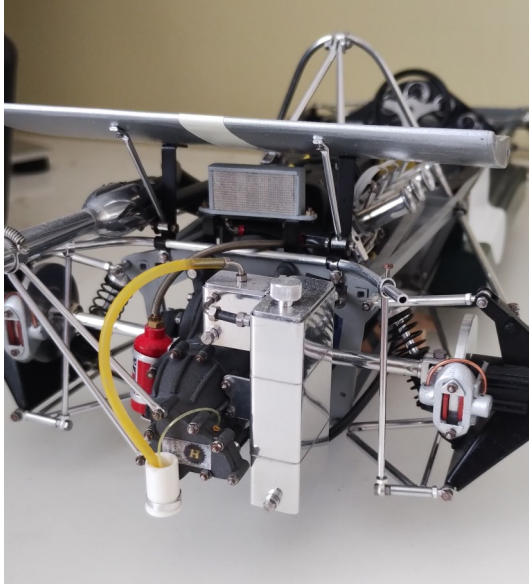
That just about winds up Lotus modelling for 2023, I don't know about you but from now until Santa arrives, my workshop will be full of testing Christmas lights (I have 16 trees to decorate but that is another story) and setting up the Christmas railway set for the next few weeks. It is still a little early I know, but wherever you are in this troubled world I hope you have a peaceful and happy Christmas. A big thank you for all your contributions and for making this great hobby of ours just that. Great.

JT



This little fella is still looking for a good home, thanks to the generosity of Andrew Beint. Many people who collect SPARK models have an incomplete set of the Lotus Gravity Racers under the type name 119, 119B and 119C, if you are one of them and would like this model of the 119B for nothing, drop me an email, the only stipulation being you must already have the other two or one of the other two and that this model helps complete your set kitlotusmail@virginmedia.com it will be posted for free as well courtesy of Kit Lotus. First come first

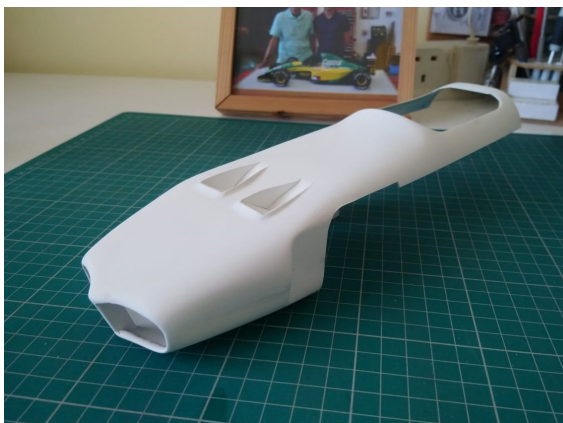
Peter is becoming one of the most prolific scratch builders around, especially where Lotus is concerned, his latest piece of engineering wizardry which he describes as "straightforward" is the Lotus 59B in Winkelmann Racing colours . In the following images, we mere mortals must judge for ourselves whether or not this is "straightforward"



"Lotus Components Ltd were responsible for building the lesser formulae cars for Lotus with a fairly long list of customer products. We pick up the story with the Type 41 , it was a decent car but it didn't really sell well and following some not too good feedback from owners, Lotus Components designed a new car from a clean sheet of paper. Some customers had complained that it was difficult and expensive to repair the welded steel tube and sheet steel chassis on the 41 and equally so the aluminium monocoque on the earlier Type 35 and so the new Type 59 was a straightforward (that word again- ed) square tubed spaceframe. There was nothing really radical about the design, all the components being very conventional. As with the 35 and 41, formula 2 and 3 versions were built but Lotus also produced cars for Formula Ford and Formula B for the US. This particular model I have just built represents the Formula 2 version complete with 1.6L Ford Cosworth FVA engine and Hewland FT200 gearbox. The car was designated the 59B and was run by Winkelmann Racing as a semi-works entry.

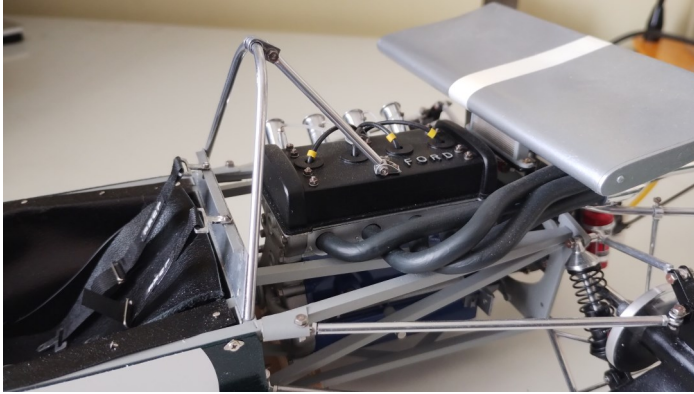
A very nicely crafted rear end with that Hewland tucked under everything. Straightforward?

Although the team were only active for a few seasons in F2, 1964 - 69, they were the team to beat with such drivers as Jochen Rindt and Graham Hill. The team folded at the end of 1969 when a lot of key members left to set up March Engineering but Roy Winkelmann set out to reform his team in the mid-80's with the Lotus 96T Indy car. He approached Lotus to build him a unique chassis to take on and beat the Americans in their own CART series. Sadly however, the establishment in the US were openly critical of his plans with a "works team", sponsors withdrew, and so the unraced 96 rests quietly within the Classic Team Lotus collection. "



The bodywork, of Peter's 59B both upper section and the lower body/fuel cell sides were vac-formed in several pieces needing some careful finishing of seams. The picture above right shows Peter's attention to small details as well as showing off his machining skills with a set of neat aluminium inlet trumpets.....

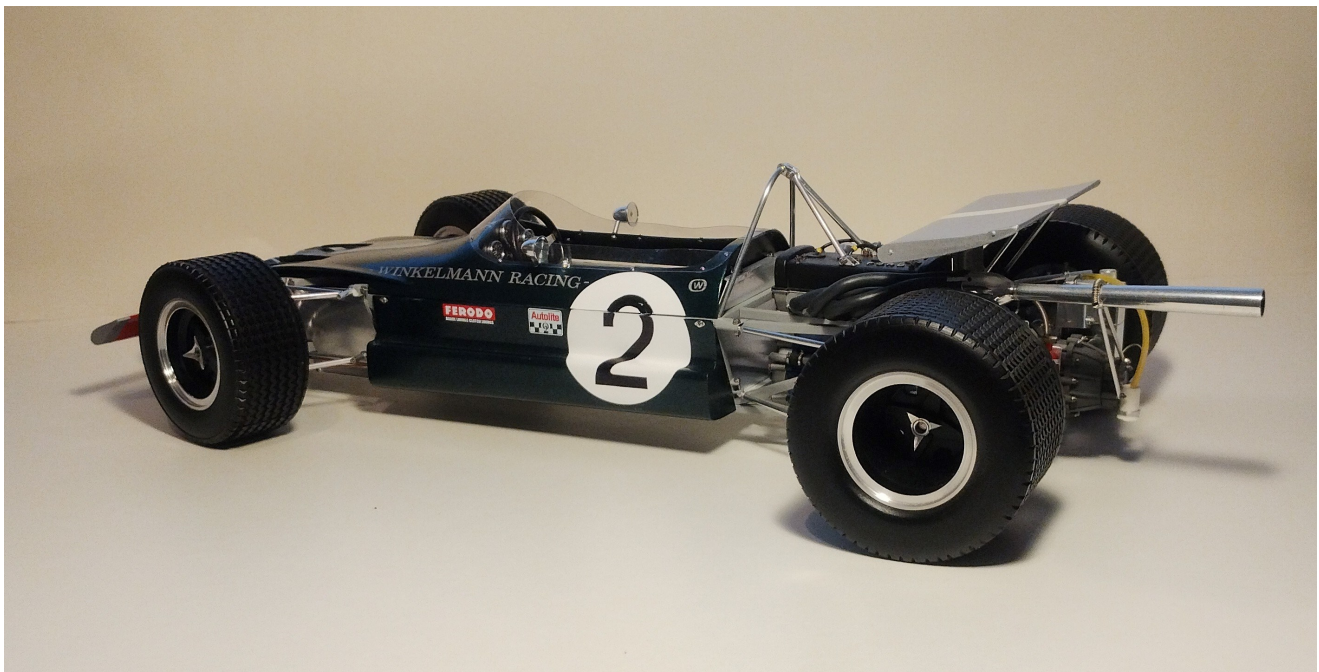
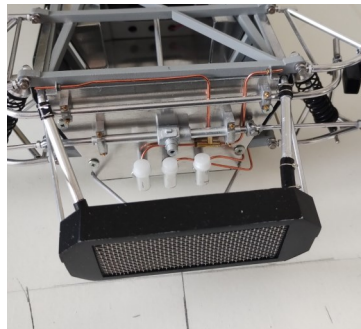
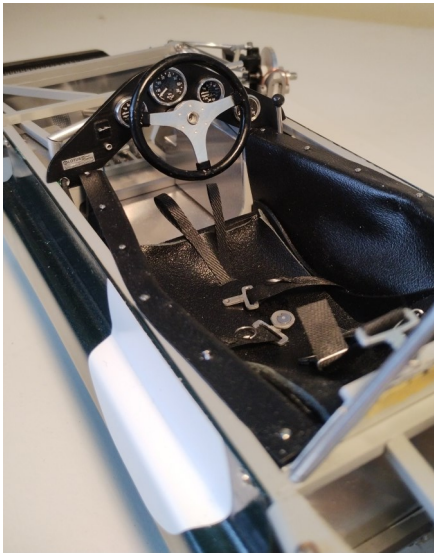
Scratch build Lotus 59B 1:8 scale continued.....



A nicely detailed Ford FVA engine nestles within the square tubed spaceframe. Peter did use some RB Motion components for the suspension links as they are ready to assemble apart from trimming the length—why make your own Jam when you can buy a jar? But here again the finesse of his assembly work shows through.

“As for the model, well it was pretty straightforward (there is that word again - ed) really with the now usual vac-formed body, Delrin tyres with 3D printed treads. These treads were done by Andy and took 33 hours for the four, (all this technology is way beyond my intellect). The material is PLA and after moulding it is quite rigid so how to bend them around the tyre undercut? After a couple of trials the easy way was to put the treads in hot water for two or three seconds, this then made them go like Plasticine which made it easy to wrap around the tyre until it cooled. The biggest problem with the model as a whole was getting the decals for the lettering in silver and the

correct font. I finally tracked some down at 4kDecals who specialise in model railroads. Based in Ohio USA they only took 1 week to arrive in the UK. Impressive PP



1:20 Scale Resin Kit—Lotus 63

Another one of those people I mentioned in the editorial is Paul Munby who now has a full resin kit in 1:20 scale of the Lotus 63 to tempt us. Go back to Kit Lotus Volume 8 issue 4 and you will find the emerging story of Paul's kit. So things don't always go to the exact plan and things get put back/shelved for whatever reason but Paul has been determined to push on with this project and has very kindly sent me one of the early prototype kits to review.

Getting a kit together for others to get hold of and build their own replica is never easy when it involves the artisans like Paul who, don't do this full time but recognise what is needed before he can say, " I Have this kit which any modeller can obtain and build". The component parts are not just the lumps of resin, it is the "how to" and what bit is needed for this or the other. Having accomplished that, Paul now has a kit we the modeller can buy. Paul is no stranger to this world having previous experience with WSR models and he suggested when first airing this project that Lotus 16 and Lotus 18 may follow.

Only two Lotus 63 chassis were made as Colin Chapman wrestled with converting his four wheel drive experience from the Indy 500 into a potential Formula One winner. Following on from his almost a winner, Lotus 56, the complex 63 featured similar chassis concepts although power was to be the ubiquitous



Of the two chassis made, one resides at the Barber Vintage Motorsport Museum in Birmingham, Alabama, shown here on the right alongside the huge Lotus 64 Indy car of 1969.

Cosworth DFV engine but mounted the opposite way around providing drive to the front then through transfer gears and drive shafts to the left hand side of the car . The car proved unpopular with the team's star drivers Rindt and Hill, partly because the pedals were reached by placing the drivers legs below the solid drive shafts which at the front, ran inside a tube. Determined to press on, Chapman drafted in John Miles to drive the car and Jo Bonnier but without success. Rindt later drove one of the cars to second place at the Oulton Park Gold Cup, the best showing of what even Chapman acknowledged was an overweight car. Unsuccessful, to Lotus model car fans, that means nothing, but when someone like Paul comes along with a new kit, that means everything, especially as a glaring gap in the available 1:20 scale range of models is about to be filled.

So why the 63? A good question and one Paul can't conclusively answer save to say he had the opportunity to sit in a 63, once at his dad's garage (Kit Lotus Volume 8 issue 4) and once at the Donington Collection while collecting data for a stillborn 1:43 kit and a fascination for four wheel drive.

The kit is offered almost entirely in resin with just the odd metal rod or tube. It is basic but the main parts are nicely cast with only minor imperfections like the odd pinhole—common to lots of resin kits—that can be easily dealt with. Some of the smaller parts will need careful removal and clean up as there is quite a bit of flashing due to the low volume process of making the parts, so like all things, be prepared to put some effort into cleaning up the parts before attempting any assembly and then only after sufficient dry runs and putting the paint on. Where parts are handed, the front canard wings for example, they are appropriately marked so as not to confuse.

Like most of Chapman's cars, they ran in various versions and Paul's kit gives you options for five races and the various drivers with different wing and nose cone combinations.

In my opinion, the kit as presented requires some modelling skills but will produce a nicely detailed model without any modification, however.....

1:20 Resin Lotus 63 Kit continued.....

..... Paul admits that it will also be appeal to modellers who can't resist adding extra detailing and no doubt producing some even more stunning examples of the finished model.

Regarding the various livery choices, Paul has opted to provide PDF files that can be printed onto white decal paper using either inkjet or laser printer. Depending on the printer quality, it could be a good option to print two sets and overlay one on top of the other for better definition. For those familiar with using Indycals Decals, these need to be individually trimmed as they do not have separate cover coating. The decals for the side of the car are also in one piece so you may decide to cut back most of the red and use the body colours for the most part. Brushing on extra cover coat like a clear acrylic wouldn't be a bad idea either.

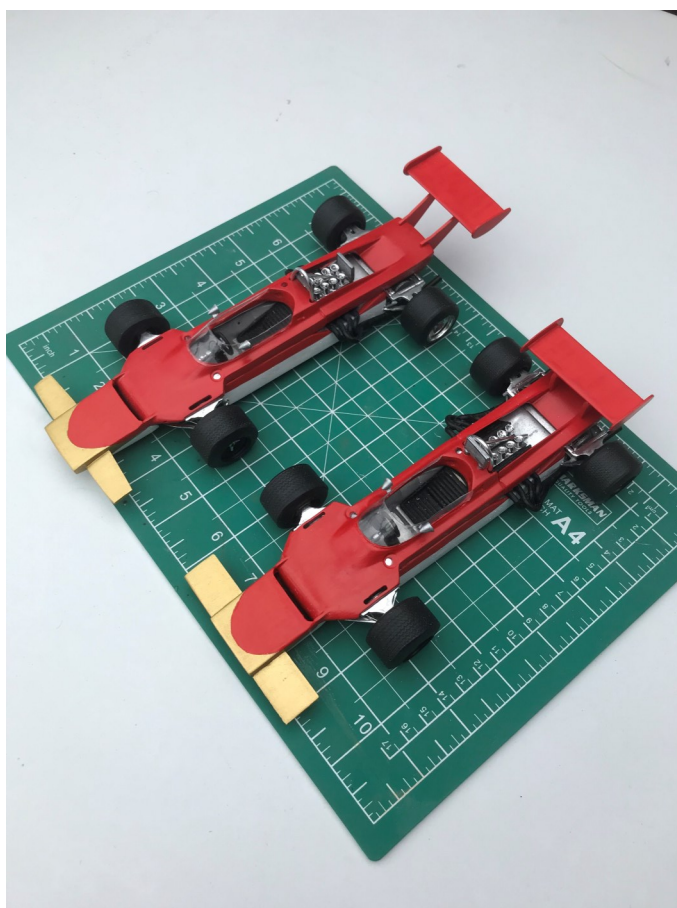
Producing a kit like this takes a lot of effort. Paul has created all of the master components to make the mould using aluminium and brass and sometimes taking twelve attempts to get the shape correct. I have to say that the vac form windshield is really good, many hours must have gone into the master to make it so clear.

Plonking a set of components in a box is all well and good, and with some kits, this is about all you get. You may get a picture of the real car for reference but often instructions can be scant. Not so with Paul's 63. He has produced a really comprehensive set of instructions with build notes, explanations and photographs of each stage. Careful consideration into making the build that bit easier has been given, he even provides paper set-out templates for the key components and where some wire needs to be bent such as the roll over bar. Paul will email the PDF files for the decals on request once you have your kit.

Only 99 examples are offered for sale and priced at £79.99 which for such a rare model is a snip and especially for a kit of this scale, even with the DIY bits the modeller has to do ,this is a bargain. Postage is extra but I no have details of that, I'm sure Paul will be happy to advise if you drop him a note.

Payment must be made via paypal and Paul's email address is:

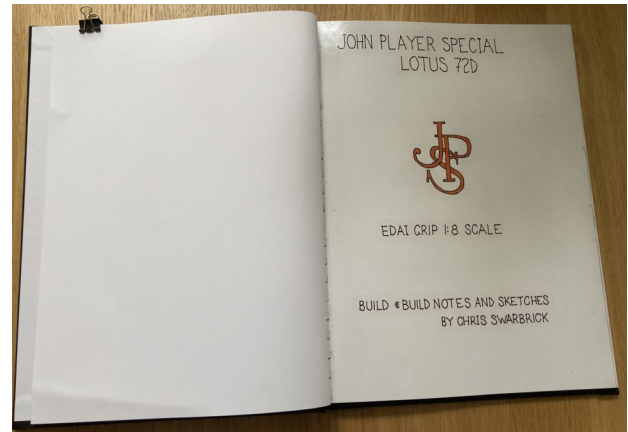
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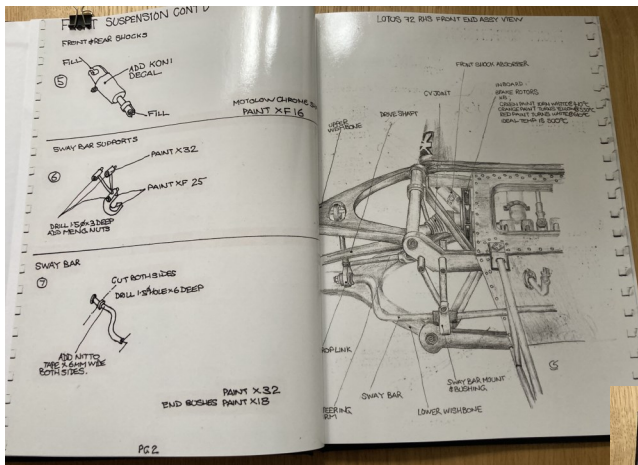
Lotus 72D 1:8 Scale Build Notes by Chris Swarbrick

Back in Volume 14 issue 4 and before the birth of the Pocher 1:8 Scale Lotus 72D which has rather stolen the big scale Lotus 72 limelight of late, Kit Lotus featured the build with description and pictures of Chris Swarbrick's magnificent 1:8 scale EDAI GRIP Lotus 72D plastic kit, (also known for the Revell version of the same kit). Long out of production, this kit does pop up regularly on internet and social media sites for sale and I reckon that there are more unbuilt Lotus 72s languishing in boxes than ever got built. That said, they have started popping up as build projects.

When Chris built his, he set about making copious hand written notes accompanied with elaborate hand drawn sketches with a view to sharing his experiences with other modellers. He said at the time that he was intending to have the notes produced in book form. Well, that time has arrived and he very kindly sent me a copy to review. All kits have instructions you might add but how many of those instructions are nuanced with extra detail on how and where wires and tubes go for example? There is nothing better than experience and we all know when we build a kit there is always a time when you think to yourself that you would have done something differently or changed and advised method because you found a better way. That is basically what this book does, shares Chris's experiences building this ever popular motor racing legend.

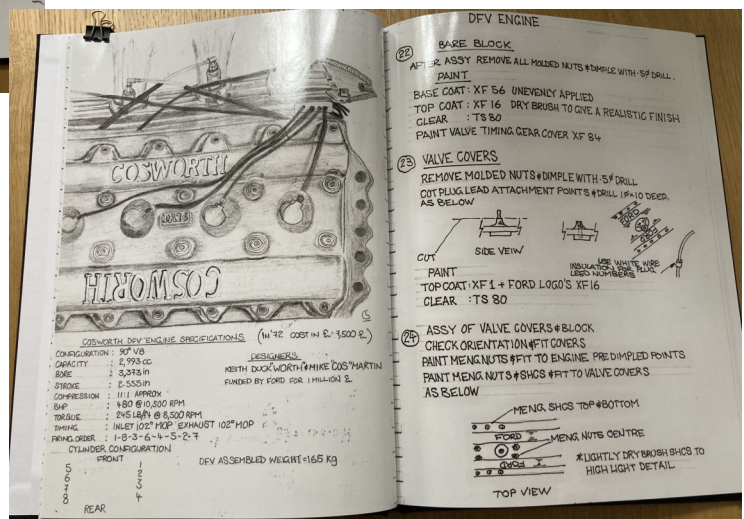


The areas covered in the book are those sections where modifications have been made by Chris or are a possibility, nothing is compulsory of course. Chris's work gives food for thought on just how much extra detail the builder can put in to the kit. The front end, naturally, is the starting point of the book working through the front suspension, steering and the bulkheads. His delightful hand drawn sketches are very clear and very informative leading through his build journey.



An area on most big scale DFVs that get the attention of the super detailers are the throttle mechanism and the throttle slide. Chris's sketches (specific parts diagrams whilst not dimensioned are to scale) give us a simplified route to making those extra parts where it all fits. This could of course translate to 1:12 and other scales, the builder will just need to be aware of the size differences. Not being familiar with the parts inventory of the EDAI kit, I can only assume that as Chris has

detailed seat belt fittings with yet another sketch showing the placings, there are no seat belts supplied with the kit. He simplifies that unknown world of what happens both behind and in front of the dash panel by stripping away the complexity and describing what happens behind each gauge recommending TOP STUDIO hose end fittings and BEST BALSAM KITS dial decals (ed note: Not sure if BBK ship to UK anymore under a quite large value that was 300 Euros)



Lotus 72D 1:8 Scale Build Notes by Chris Swarbrick continued.....

The book runs to over 40 pages of really good information and also includes some great colour pictures of Chris's finished model and some notes about the 1:1 version. Model builders will be familiar with the superb JO HONDA photobooks that contain hundreds of detail pictures of the car featured in each particular book, works of art in themselves that are becoming increasingly difficult to find and quite expensive. Super though they are, they don't actually tell you where this bolt or this wire actually goes except in a pictorial way. It is up to the modeller to decide from interpreting the images . Chris's book on the other hand enlightens us to detail



that may well be missed with it's straightforward "make this bit out of that", "fix this bit there and by the way paint it like this" approach, which is why this book will be useful for other scales of Lotus 72 building.

It is a great thing that a fellow enthusiast, not a publisher, is passionate about producing something easy to use and is prepared to put the mileage in to bring us this great book.

So how much will it cost me and where can I get hold of one? As well as offering a full endorsement to the book, and, given the high cost of printing and shipping from Chris's Australia location, I have offered to source the source the printing here in the UK and organise the distribution . This will have to

rely on pre-orders as the books will be almost printed to order in small batch runs based on the level of interest so please if you are interested in getting your hands on one of the books, you must register your interest by email. When the print run is delivered you will receive a request for payment. Payment must be made directly to Chris via his paypal account as Kit Lotus is not a commercial organisation and is keen to maintain that status. Your book will be shipped by Kit Lotus.

The cost for this hardbound 42 page book is £25.99 plus £5 post and packing (UK) , £7 (EU), £12 (rest of world). If interest is quick you could well receive it before Christmas although this can't be guaranteed.

Remembering Mike Serrurier — It is coming up to a year since we lost Mike and I made a plan to get some of his models built rather than them languish in someone's stash (mine).



His resin 1:24 scale Lotus 23B was sent to Marc Schagen in Australia and found it's way in to the safe building hands of Chris Doube.

This is the result so far, just waiting for decals to replicate the 23B of Sydney driver John Martin but it looks great. I'm sure Mike would have been very pleased to see it and I'm equally sure this is a unique model and no one else has ever built a Serrurier Lotus 23. Unless you can tell me otherwise?

1:18 Resin Cast Tecnomodel Lotus 48

From 1967 when the Formula Two regulations changed to accommodate engines up to 1600cc from the previous 1000cc, Colin Chapman designed the Lotus 48. The car featured a new but conventional chassis with a central monocoque fitted with a simple rear space frame to accommodate the 1599cc Ford Cosworth FVA twin overhead camshaft engine carrying a 16valve twin cam head on a Ford Cortina block and boasting



the most powerful set up of that year. Initially and throughout 1967 into 1968, the cars featured the traditional Lotus Green and Yellow livery, taking Jim Clark to victory three times and Jackie Oliver once. The car was also campaigned by Graham Hill who despite some strong showings and minor places, had no victories. For 1968, the livery was replaced by the colours of Gold Leaf Team Lotus having the distinction of being the car that met the press in the UK (the 49s were down under in the Tasman Series at the time and had to be painted in a Ford garage) and started the whole sponsorship revolution that would change the face of Formula one forever. Sadly, the car

gained infamy as Jim Clark's mount when he had his fatal accident at Hockenheim on April 7th that year.

There has been few examples of scale model Lotus 48s with artisan maker TENERIV probably being the most well known with some fine kit examples in 1:43 scale. However, as the 1:18 scale revolution continues, the increasingly popular maker TECNOMODEL will be giving us four examples to save you the bother of building anything. Three of the cars are from the 1967 model year with examples depicting Clark's winner from Spain, Oliver's example from the F2 section of the German Grand prix that year and Graham Hill's Pau GP version which recorded a DNF. Hill is also represented in the #2 Gold Leaf car from 1968, poignantly, Clark's 68 car is not depicted as this represents a sad but defining moment in the whole of motor racing history. On a personal note I am glad about this.



No firm date for release yet but pre-order is highly recommended. TECNOMODEL presents their usual very high standard of detail and finish although in my opinion, and this appears to be the case with the Lotus 48s, delivering rivet detail on the monocoques does sometimes come across as a little heavy, I think also it provides for a less sleek overall look than period pictures suggest but, The makers can and do achieve a balance between production capabilities with high level of accuracy which is why we have such a wonderful range of options open to us. Nevertheless, we have a maker prepared to step out of the mainstream of Formula one to bring us another great set of Formula Two models.....

Tecnomodel Lotus 48 continued.....

At this stage in the game it isn't always clear if the published images are physical prototypes or CGIs. I suspect the former because if you close in on the windshields, they appear to be opaque rather than clear suggesting prototype parts. I mentioned that the 48 in Gold Leaf colours was the press debutant, you will also notice that the car (right) is wearing the original John Player & Sons Ltd sailor 'Hero' within the Gold Leaf decal depicting Player's Navy Cut tobacco and two ships, one over each shoulder. It was thought the one on the left was HMS Britannia and the one the right HMS Dreadnought or Hero, hence the cap band. The Navy Cut tobacco came in three variants Medium, Mild and Gold Leaf which was marketed as a tipped cigarette, the 'Navy Cut' variants being untipped. (You see, every day is a school day with Kit Lotus, you can save this drivvel for your next pub quiz). However, Sailor the Hero was very soon ditched mid-68 and replaced with a Union Flag logo with a 'racing for Britain' strap line. The Tasman cars had the sailor blanked out and replaced with a plain red roundel. Driving his Lotus 48 in 1968, Graham Hill had no luck in any of the eight races in which he competed.



1967 was a better year for the Lotus 48 and helped justify Jackie Oliver's place in Team Lotus when he took the #24 car to fifth overall and first in the formula two class at the Nurburgring German Grand Prix and that despite it being his first visit to the famous circuit. However for most of the year, Oliver campaigned under the Lotus Components banner driving the black and white upgraded F3 Lotus 41B. The #8 car was another of poor Graham's DNF results from the Pau Grand Prix.



The #3 car (previous page) was Jim Clark's Barcelona winner from 1967.

At the end of 1967, Lotus offered the 48 for sale at £5000 per car but in the end only four chassis were made. Although a winner with Clark and Oliver, the ratio of wins that year was far greater for Brabham which probably explains the lack of customer sales.



All in all yet another nice set of famous Lotus in the growing collectors scale of 1:18 from Tecnomodel.

Speak to your favourite retailer for pre-order details, expect a £280 price tag.

MEAKit43 Lotus 20 and 22 1:43 scale resin ready built.

The growth of models coming on to the market outside of formula one, especially those representing the Lotus marque is very encouraging, more so for those collectors whose mission it is to have one of every type of Lotus monoposto racing cars. MEAKit43 are becoming a leading exponent in providing us with the so called, lesser formulae mounts and the two latest models from Bruno's MEA workshop are right on the mark.

The Lotus 20 was designed to maintain Lotus lead in formula junior racing and no fewer than 118 units were built. This did include a handful of racing simulators with a film screen, no engine or gearbox often seen at car shows.

MEA's Lotus 20 is offered in the in the colours of Jo Siffert's Ecurie Romane in which he won the Formula Junior race at Montlhery in 1961 or the Peter Arundel works car which won the 1961 Monaco FJ race. The Lotus 22 also represents Jo Siffert, this time the winning entry at Avus in 1962. This is accompanied by Arundell once again with his 1962 Monaco car and also Mike Spence's 2nd placed Monaco car from 1962.

MEA's SPL range is only available as hand built and only concentrates on unusual subjects. The build can be variable and not as crisp as the market leaders, but then these unusual subjects don't always get in to the market leaders catalogues making them quite unique and popular with serious collectors.



It is difficult to get a handle on just how many is in the production runs as email traffic to MEA is always one way, getting images from them is impossible so I am very grateful to Hugo Kuijjer for allowing me to use his images.

Pre-order is a must for these as they are virtually built to order, prices at the moment are £133 for the Jo Siffert and Mike Spence cars and £141 for the works cars.

Drop a line to Grand Prix Models or Merrymeet Model Cars to make sure Bruno gets building yours.



Kit Lotus, still the essential read for Lotus scale model enthusiasts www.kitlotus.org

Malcolm Ricketts Racing open day

They say time flies when you are having fun, almost certainly true especially when there is an anticipation in the build up to any significant event and then all too soon you are there, and it is over for another year. However, that time which flies also brings you back to do things again and this time the narrative is “ it doesn't seem a year since we were here last” and in our case, the wonderful barbecue that is Malcolm Ricketts Racing open day at his Lamer Lane workshops. Kit Lotus has been attending Malcolm's event since 2013 and time really has flown as I report from the 2023 event where Lotus owners gather with their vehicles, many of which are historic pieces from the Lotus early years (cars as well as owners) and huddle in animated groups talking everything Lotus. This year's event took place at the end of September and benefitted from some decent late summer weather, the attendance helped swell the proceeds raised by Jill and Malcolm for the Isabel Hospice, a wonderful cause and I understand £3800 was raised.



Masters of Flat Pack but none of us trained by a Swedish furniture company. Everything designed to add lightness as preparation are made for the exhibits. Simon assembles the replica wing.

Part of the Historic Lotus Register calendar, the event is one of those with it's own unique comforting atmosphere with more and more of the adjacent field taken up with parked Lotus cars. The early ones get in to the pretty quadrangle that houses the restoration and race workshop and of course Kit Lotus with our display of hand built model cars get to occupy the indoors, The models would not fair too well exposed to the elements no matter how kind the weather.

Pride of place at the event normally occupies the double doors to the workshop, in the past the Gunston Lotus 72 has nestled there and the fabulous Lotus 38 from the 1967 Indy 500, which when fired up necessitated a complete evacuation from the Kit Lotus display, due to exhaust fumes!! This year, early Lotus years were bolstered with the appearance of the Lotus MK 1 show car built by Classic Team

Lotus and brought to the event by Clive and William from CTL, a perfect subject to sit within a traditional restoration garage setting alongside other well known early Lotus. The only downside to this is, at some point, I now have to rework my 1:8 Lotus Mk 1 replica which I modelled on the version in the Barber Vintage Motorsport Museum to match the CTL show car. The upside being I was able to take lots of reference pictures of the show car to assist me.

All of our display is flat packed and usually takes around four hours to assemble and set up. All we have to do then is sit back and wait for visitors. The worst bit is taking it all to bits which we can now do in around an hour and a half ready to load.....



Ready to go. About fours hours start to finish.

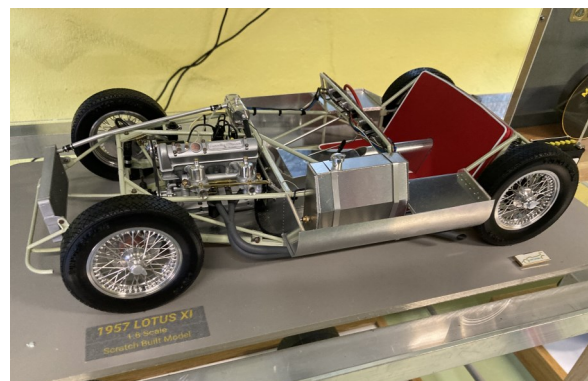
Malcolm Rickets Racing open day continued.....



The Classic Team Lotus Mk 1 Showcar takes pride of place in the doorway of the workshop. The focal point of the event.

Our display gets many visitors, mostly regulars now after 10 years but with the odd spattering of new faces. Most have bought into the idea that Kit Lotus is similar to owning a full sized early Lotus, both being entirely loss making enterprises. The requests such as “how much is this one” have fallen away and our enjoyment of having visitors inspect and admire our work is as strong as ever.

A mainstay of our display, Peter Pedroza was once again somewhere hot and sunny but we were privileged to be able to include some of his fabulous models which are admired by many who visit. His charming depiction of Colin Chapman at his drawing board in 1:12 scale continues to be one of the most popular exhibits, as does his 1:8 scale scratch built Lotus XI rolling chassis (complete with Lotus key fob). Alongside was the Lotus 108 Olympic Bike and his trio of 1:5 scale engines that have played a significant part of the Lotus history and included the Lotus Twin Cam, The Ford Cosworth DFV and the Coventry Climax V8 (watch out for another magnificent addition to this trio).



Peter's scratch built stuff always draws a large amount of attention, especially Colin at his drawing board and the beautiful 1:8 scale Lotus XI rolling chassis.

On a replica Lotus 72 rear wing, Simon Parsons displayed his collection of 1:20 scale Lotus which must rank among the best kit built examples, most with extra detailing and all superbly finished. These models were never designed to be constantly handled and moved from place to place and it is always a balance between what to bring to a display and what to leave behind. Simon has built many super models in 1:43 and larger scales and unfortunately two particularly interesting ones, the Lotus Racing T127 and the CO1 Lotus motorcycle both failed fitness tests and failed to make the team this year. Making it's debut this time was the 1:20 scale 1968 Lotus 49B Monaco from the MFH range, another super build.....



Malcolm Ricketts Racing open day continued.....



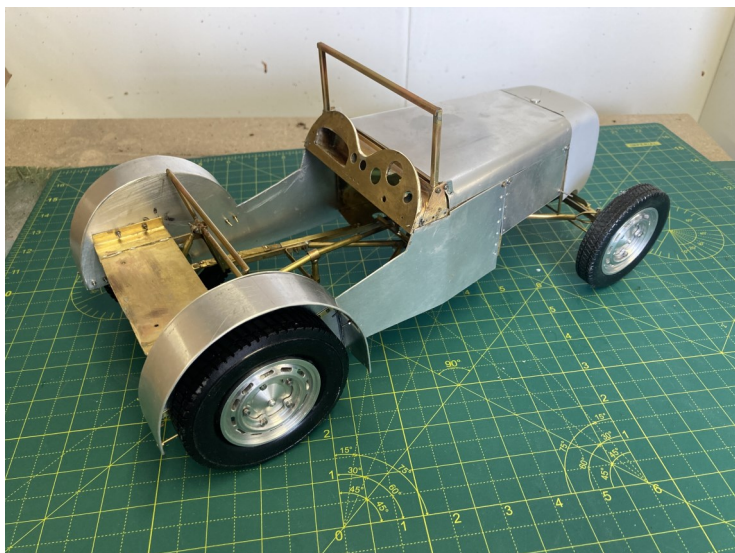
Some of Simon's magnificent 1:20 model builds, ranging from Tamiya to Ebbro, Studio 27 and Model Factory Hiro, accompanied by Peter's 56B



Open day debutant, Simon's regular dose of MFH frustration but superbly built 1968 Lotus 49B Monaco winner



Regular open day attendee the 1:8 scale part kit, part scratch built 1961 Lotus 18 Monaco winner and another debutant, the 1972 championship winning Pocher Lotus 72 in 1:8 scale resplendent on its display plinth and sporting the Chapman hat throwing graphic. Both built my me.



I took my 1:8 Lotus 2 scratch build project along for the ride as it is starting to take a bit of shape, although not much interest, however I expect this will change when it gets closer to being finished.

The open day was another great success and a tribute to Malcolm and Jill for their tenacious organising skills. We appreciate being invited, hopefully that will continue and we can return to Lamer Lane next year.



1:20 Scale MFH Lotus 49B– Monaco 1968

There are still plenty of scale model Lotus 49s to choose from in many scales. But if it is complexity you crave rather than the instant gratification of buying a ready built resin cast model, Japanese maker Model Factory Hiro (MFH) can give you complex in spades. The overall finish and final detail of any scale model put together from a kit depends very much on the modeller as it does on what comes in the box with the kit. MFH will give



you very fine detail and lots of it plus, if you are inexperienced in building multi-media models, it can give you quite a headache. However, if you reckon you have the patience to go along with a modicum of skill, MFH is the challenge for you. I've singled out this 1:20 scale 1968 Monaco, Lotus 49B recently built by Simon Parson who is no slouch when it

comes to nailing a damn good kit together. You will find that the instructions accompanying kits from the smaller makers, benefit from you having access to some detailed pictures of your intended subject and whilst that is not necessarily a criticism, the unwary can get caught out. By far the biggest tip I could give anyone tempted to tackle these complex kits is to research your subject, clean all of the parts up before you start and do as many dry runs as you possibly can before applying any paint or going near any adhesive. This preparation work will pay off and may also lead to you adding even more detail to what turn out to be stunning kits. This Lotus 49B is no exception and Simon always produces superb results, well built and well proportioned. The dash panel (below) is an example of his detailed work, almost a shame to cover it up below the windshield and the steering wheel. Similarly, his work on the engine, transmission and rear suspension.



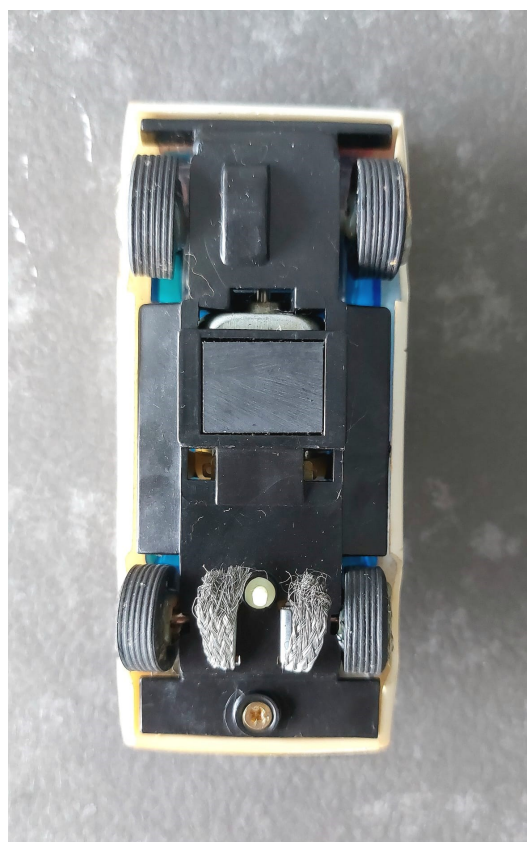
Weird stuff

I get sent all sorts of images of Lotus stuff that is either unidentified, caricatured or just plain weird with a Lotus connection that collectors like to find, so I thought it might be a good idea to have a regular weird stuff section in the magazine to encourage readers to send in their own experiences of weird Lotus.

The catalyst behind this is Clive Rigby who as well as bringing us the Spark range of models, has enjoyed many years of finding really offbeat Lotus models on his travels and often sends me pictures. These images for example are of a Shell promotional model sold in France in the 1960s as part of a set of snap together kits. There was at least five different cars in the collection, the Lotus, a Ferrari, Honda F1, and an Alpine F3. Not exactly precision models but very much of the period and sold through French petrol stations in 1965 for 1.85 French Francs.



Another gem from Clive's collection of weird is this 1:43 scale cheap plastic Esprit (ish) slot car. Most likely Hong Kong made but no manufacturer's mark is present. Maybe it generated a lot of heat at some point by the look of that nasty reaction between the wheels and tyres. Any historian out there who might identify the maker?



If you have some weird Lotus you would like to share, please let me have the details.

kitlotusmail@virginmedia.com

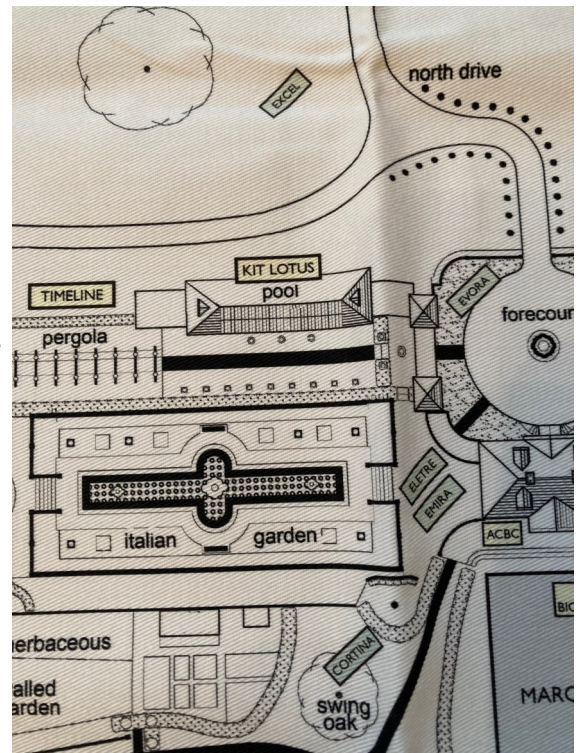
Immortalised in Linen



Like the Classic Team Lotus festival at Snetterton in 2010, the 2023 Classic Team Lotus garden party was one of those events that will remain as landmarks for any Lotus enthusiast involved. To be invited to display Kit Lotus models at both events has been a true privilege and even greater, to have a small acknowledgement at each one is priceless. After Snetterton, a pictorial book was published to mark the occasion which gave us a mention and therefore a permanent reminder of our participation. That book is now used as our “visitors book” whenever we display and has gathered many

significant Lotus signatures.

After the garden party, each guest was given a goodie bag containing a couple of souvenirs and one of them being a tea towel depicting a map of the manor’s grounds and mentioning all of the exhibits including for all to see, our Kit Lotus display in the pool room. To be included is gratifying in itself but to be immortalised in linen is something else. Needless to say, this is one tea towel that is going nowhere near the kitchen.



Also lurking in the goodie bag was a small white envelope with red writing on it which said “ If you are not winning you aren’t trying hard enough” a well known epithet from the great man. Intrigued, I opened it up and



inside was a small graphic, the type you rub down on to a surface and peel off a backing strip. The subject of the graphic in shiny silver was the image of Colin Chapman throwing his hat in the air and often depicted on Classic Team Lotus products. What was to be done with it? Leave it in the envelope as a piece of Lotus ephemera for the archive or put it to use? I chose the second option having thought that there is a perfect place for it. I always consider my ‘era’ was the 70s and I very much associate the chucking of caps in the air with Messrs Fittipaldi and Peterson and the black and gold Lotus 72 so the graphic now resides on the display plinth I use to exhibit the 1:8 POCHELOTUS 72D. I think Clive approves as well.

Weird stuff—unidentified Lotus 33

I saw this on a facebook discussion and was drawn in to what was being discussed and for some reason, me, the person who doesn't collect 1:43 was hooked. It is all Clive's fault now of course that I have a sudden interest in 'Weird Stuff' but you have to admit it is fascinating.

This Lotus 33 was offered and described on Ebay as a scratch built model at a starting price of £70. The discussion centred around it firstly being a bit pricey (I agree) and secondly who built it. Speculation suggested it was Raymond Dauffure who made many hand carved Lotus models under the Marmande label using mostly wood as the medium, but the date on the model 1974 may preclude that and Marmande usually were, dare I say, a little more clumsy than this model which retains a good shape and an intricate soldered wire set of front and rear suspension. There was also a suggestion that Mercator the model builder from Belgium could



be the artisan who made it but, I believe that all Mercator models are signed on the underside so I am not sure if this is the identity either, however the soldered suspension looks similar to Mercator.

I'm pretty sure I have seen the type of wheel that the model has, previously fitted on models produced years ago by Mick and Sue Richardson under their MickanSue range, however, having taken a couple of scrapings from the underside, I can confirm it is made of wood and the MickanSue models were generally white metal. Another line of enquiry was the Roadace Major range produced by Ken Dalton. His 'major' range apparently only ever included five items, two of the five being the Dan Gurney Lotus 29 and the Jim Clark Lotus 25 and now residing at the

Barber museum in the Jim Marsden Collection so if this were a Dalton it would be rare indeed. I can't confirm how long Ken produced models for and so the date on the underside of 18th May 1974 can't tell us anything either. In any case, Dalton's medium for his models was dental amalgam, he being a dentist in his professional life so I am ruling this option out.

I looked at the vendor and saw he was open to offers so I made him a decent offer less than the asking price and the car is now with me. I noticed also the vendor had a similar 'scratchbuilt' Lotus 49B for sale, so far I haven't been tempted with that one, but as for the 33, I am none the wiser but happy to have it. It does need a little tlc but I'm sure that can be arranged. Whoever built it clearly has a talent, enough to capture the shape and to produce such light and neatly soldered suspension parts. If you have any ideas who the perpetrator is please pass them on.



Lotus model news

Corgi continues their mission to replicate the model cars that gave 60s youngsters like me so much pleasure. One of the latest reincarnations is the Lotus Elan S2 in a metallic powder blue and featuring most of what the original offered back then. With lifting bonnet revealing a chromed engine, tipping seats and side windows that go up and down, Corgi has captured their 60s theme. A driver figure in racing overalls and a separate set of self-adhesive race numbers complete the package. Those of us long enough in the tooth will remember the car carried an ESSO advertisement on the boot lid depicting the ESSO Tiger and the slogan "I've got a tiger in my tank". This is also faithfully replicated. A very small number in period were painted white and formed part of the "Avengers" gift set but for this run, #318 is the blue metallic.

Around £32.50 and can be obtained direct from Hornby through their Corgi Model Club.

It was **September 2022** when we first mentioned Spark's Lotus 63 in 1:43 scale resincast. Now, outlets are taking pre-orders for these two versions. It is nice to see the 'underlings' represented as well as the team's principal drivers. This brace is John Miles #14 from the 1969 French Grand Prix and the Jo Bonnier #18 from the British Grand Prix. The differences are the wing positions and also the oil cooler posi-



tions. There is also differences in the length of the nose cone. A third model with yet another rear wing configuration of Graham Hill's Dutch Grand Prix (Practice) car is also available to pre-order.

Your favourite outlet will be very pleased to take your pre-order and ask you to part with around £70 apiece.

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