



KIT LOTUS

Volume 10 Issue 5 October 2017



*SMTS Lotus VI
1:43 Scale*

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

Welcome to Kit Lotus Volume 10 issue 5, only two more issues before we celebrate KL's 10th birthday and I'm happy to report that plans to mark the occasion are already being put together so that we can celebrate throughout the year. It is our ambition to kick that off at Race Retro 2018 and we are in talks with the organisers to hopefully make that happen. A new display is planned with modular units replacing our tidy but dated cloths on tables approach to setting out our model cars.

Not being a commercial enterprise does prevent any huge cash outlays but nonetheless, a little ingenuity and barter approach should see things modernise in 2018. That includes the website when the hosting contract is renewed in February. Fingers crossed and wish us luck.

Last issue I craved for some therapeutic kit building time to offset the pressures of my recent scratch building enterprise. Well, I'm pleased to say that I re-entered the world of 1:43 scale to put together my SMTS Lotus VI and what a pleasure it was too. SMTS always produce nice kits that build without trauma, I've included my build in this issue.

Too late for this time, I also picked up the Lotus Esprit James Bond submarine from the film *The Spy Who Loved Me*. By FUJIMI, the model is going together nicely and hopefully will be displayed as a diorama, more about that next time.

Similarly and sadly too late for this one, Peter is continuing his scratch built Lotus Eleven rolling chassis—see cover pic for a taster of his model building wizardry.

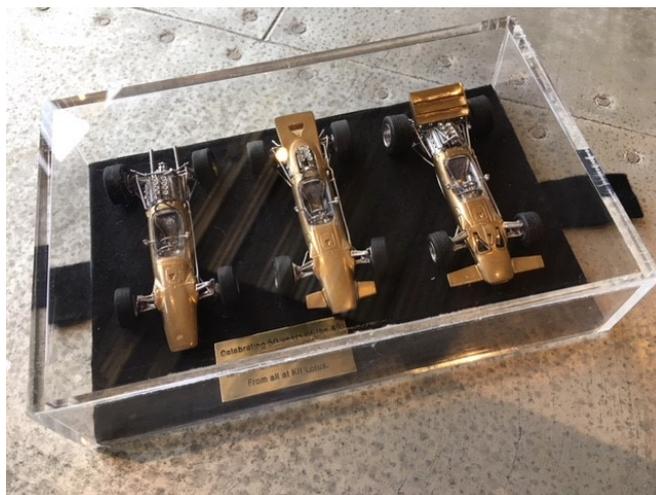
Regular contributor from Australia, Chris Dhube has provided a snapshot of his modelling year and his determination not to be beaten by the vagaries of the Model Factory Hiro products, Chris displays a staggering amount of customer loyalty to what is proving to be a renowned difficult set of subjects to build. So many times you have read model reviews where some components in these expensive kits just won't fit without some serious compromise.

I would pass this off if it were an isolated occurrence but sadly it is not and I do think it is incumbent on MFH to make sure we modellers have a fighting chance of producing what they intended for us Surely, when their skilled modellers put the kits together

in prototype, they encounter the same issues and could flag a particular way of assembly or a way round the problems. It is starting to spoil their reputation of highly detailed kit makers, but of course other kits are also guilty of this but MFH are topping the league at the moment.

Since the last issue, Kit Lotus has been on the road again firstly at Malcolm Rickett's superb Lotus Open Day at his restoration workshops, what a day, I sincerely hope there will be another, but read about our exploits this year in this issue. Next it was a trip to the Classic Team Lotus workshop tour and once again, a great evening of nostalgia and Lotus history. Whilst there, a set of 1:43 Scale Lotus 49s comprising The first 49, the first 49B and a 49C finished in a burnished gold, and built by Simon Parsons, were presented to CTL to mark the 50th Anniversary of the Car.

Enjoy the magazine.

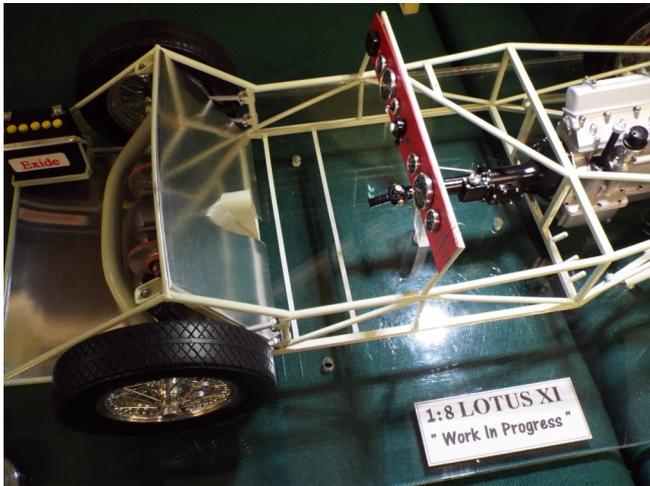


John Thornhill and Simon Parsons prepare Lunch for Kit Lotus at the barbecue ?

Malcom Ricketts Lotus Open Day



The middle weekend of August is always a time to look forward to in Lotus land because it means Malcolm Ricketts will be working extremely hard to put on his summer barbecue in aid of the Isabel Hospice at his idyllic Lotus restoration workshops in the leafy lanes of Hertfordshire. 2017 has been no exception to this and the Saturday afternoon format provided for lots of historic Lotus cars, a smattering of



modern post Chapman stuff and a car park more full than I have seen before. Couple that with Mike's wife Jill and her team vending cold drinks and a rather splendid barbecue adjacent, what more is there to enjoy? The changeable weather was quite kind if a bit blustery at times and barely a hint of precipitation meaning we could switch from jacket to tee shirt and remain comfortable.

For Kit Lotus, an opportunity to display our own passion and enthusiasm for Lotus was gratefully accepted. Our infrequent roadshow clicked into gear once more and three of us headed

for Hertfordshire with a growing haul of our hand built scale model Lotus. Setting up on the Friday afternoon and staying a couple of nights at the convivial Cross Keys just less than a mile away makes for a perfect relaxing Lotus weekend.

We always try to increase what we have to display and how we display it. Having obtained some 3mm aluminium sheet, Peter wasted no time in constructing a replica three tier wing from the Lotus 72C with the idea of displaying our 1:20 formula cars upon each tier. A resounding success, warmly appreciated by our many visitors who often spend quite a little time with us just talking Lotus stuff. Quite a few



eminent Lotus names were there and quite a few Kit Lotus readers too, always a pleasure to meet you all.

On the display front, apart from the brilliant rear wing, we debuted several start turns. Simon brought along his recently magnificently constructed Renault F1 engine in 1:12 scale to sit alongside the cars on the wing. Next up Peter has done more work to his Lotus Eleven rolling chassis with some stunning attention to detail right down to a Lotus key fob!! I brought along the 1:8 Scale Lotus 18 which was pretty well received and more than made up for the 18 months it took me to build and modify. The laser cut wooden Lotus 7 also came along too



Malcolm Ricketts Lotus Open Day

Outside in the courtyard lots of historic Lotus cars gave us masses of opportunity to get the research pictures clicking even though we have seen them before on many occasions. The setting doesn't make them any less special than the first time we saw them, indeed if anything it enhances things. Malcolm's event always produces a surprise and this year was no exception with the Gunston Lotus 72 making an appearance along with a very old early climax engine Lotus 7 both from the same generous source. The road fund licence on the seven read "November 73" tax paid £9.15p for four months so it is reasonable to expect that was the time it entered exile into storage. The ex- Alan Stacey Lotus Eleven gave Peter more opportunity to take loads more pictures toward his rolling chassis project.

Can't wait until the next time.



Putting delicate models on open display is one thing bearing in mind the manufacturers and makers never considered them to be a travelling band such as Kit Lotus. Inevitably, we always suffer some trauma with breakages. Not so this time or at least nothing out of the ordinary until it came to the time to sample Mr Ricketts excellent barbecue and settle down to munch and drink. Very nice but it is wise to be careful when throwing out the trash. Someone on the team suddenly lost his phone so we spent the next hour walking around the venue trying to call the missing phone even getting to the point of starting a call to customer services to block it. Thank goodness for long call centre queues and a little impatience. We gave up waiting whilst we spoke to another interesting Lotus person, after which we tried ringing the missing phone one last time. Then out of the blue, a faint ringing was heard from the bottom of a dustbin, phone found - back to talking Lotus.

Welcoming guests to our display is always a pleasure and never more so than when we get appreciative comments from those whom we consider to be Lotus Legends in their own right. Team Lotus mechanics Cedric Zelzer (right), Dick Scammell and Bob Sparshott all shared some anecdotes with us whilst they browsed our collection, especially about particular models they were involved with back in the day



For display purposes only

For display purposes only

How often have you heard that? Well, in our case it means how are we going to put our models on display that will make them look super brill and make sure that the visitor can see them up close and personal without having to incur back injuries or, they are so far away that anyone with myopia has not a cat in hells chance of examining them without fingers of course?

Whilst having no budget in our non-commercial world, we still need to show off properly when show organisers (Race Retro) are kind enough to allow us space to put on our display. This is where DIY plays



a huge part, an enthusiasm for the task and a complete love of what we do.

For some time we have strived to lift our models from table height so visitors can have a better perspective.

When on display there are quiet times, not many, but we do get chance to sit cogitating over what to do next and it was during one such session at Race Retro back in February that we came up with the idea of using the principle of a Lotus rear wing on which to display our models. Quite soon afterwards, Pete 'acquired' an 8 x 4 sheet of 10SWG Aluminium that would otherwise have gone to waste and he immediately set about converting said ally

into a replica Lotus 72C rear wing from the Gold Leaf era. Going about it in his usual methodical style and designing it so it could be flat packed in to the back of the Tucson (my fault he had to buy a bigger car) then easily assembled on site. Close inspection reveals more than the obvious clues from the Lotus 72C which it is modelled on with rear stays taking the stance of the support stays on the full sized car.

It didn't take Pete long to fashion a set of tubes and threaded rods enabling the span to be set that was rigid enough to support a line of 1:20 scale models. Then nicely painted in red, the new display wing was set up for the first time at Malcolm Ricketts Lotus bar-

becue. Nicely rolled leading edges ensure s the requisite rigidity that prevents the 'wing' flexing at zero velocity and the whole thing looks pretty neat.

It should be obvious that in order to support thirty or so 1:20 model Lotus race cars, the wing has to be set up for minimum downforce such as for 1970 Brands Hatch and all that grunt required through Dingle Dell or Paddock Hill Bend, or a blast through a chicane free Monza rather than have a Monaco set up where all the models would fall off the front edge.

Hope you like it, more to follow, depends on someone chucking out another sheet of 10SWG aluminium.



SMTS Lotus VI

I got hold of this 1:43 kit almost as soon as SMTS released it and it joined the ever increasing list of "kits to build, sometime, eventually" but here it is, I built it.

The Lotus 18 project was very enjoyable but that anti-climax feeling when something you have been concentrating on immensely for so long a time suddenly comes to the end, set in quite rapidly. What do I do next? Well, I picked up the 1:12 Nichimo Europa Twin Cam I bought at Race Retro and made a start but soon found a couple of items missing. A bit deflated, I made one piece and then decided I needed something a little simpler to tax my brain at this point, not another long session of scratch building and what else but a nice straightforward kit to build.



Usual high standards of SMTS components

Inspiration to build the Lotus 6 came from Malcolm Ricketts barbecue where annually people bring out their early Lotus cars to celebrate them and raise money for charity. John Watson always brings his immaculate ex-Peter Gammons Lotus 6 and I had recently been browsing some pictures I took of the ex-Chris Rea Lotus 6 so I chose to build my own miniscule version.

SMTS are renowned for making fine kits, this one is no exception with nicely cast main components, a sprue of lighting components all very nicely plated and a sheet of exquisite photo-etched mirrors, body clips, grille etc. The choices in the kit include the original Lotus prototype, the Ex Jabby Crombac Car and the ex Peter Gammons car.

I chose the original Chapman prototype and in particular the version driven by Hazel Chapman to second in class at Silverstone in 1952. A female subject or related to a female is a first time especially fitting as it was Hazel driving.



The white metal parts require very little flash removal and as the body is finished in bare aluminium, I polished the main components using a fibre pen. The results are good but I coated with Tamiya clear acrylic pearl to seal it along with the spindly cycle wings which incidentally are very rigid when attached. All the location holes were pre-drilled and just needed a run through with a 1mm drill to ensure they were clean. Fixing was taken care of by Zapoxy resin glue and Gorilla superglue. All SMTS kits are made to go together in a sequential way, this one being no exception and whilst the instructions like all similar kits involve just an exploded view, the way the SMTS parts are numbered makes assembly much simpler. Having no fancy curved glass on the original car, SMTS provide a piece of clear acrylic for the modeller to make his own windscreen. The racing versions had a small fly screen so I used a couple of 0.9mm rivets to secure one I cut from the clear sheet.

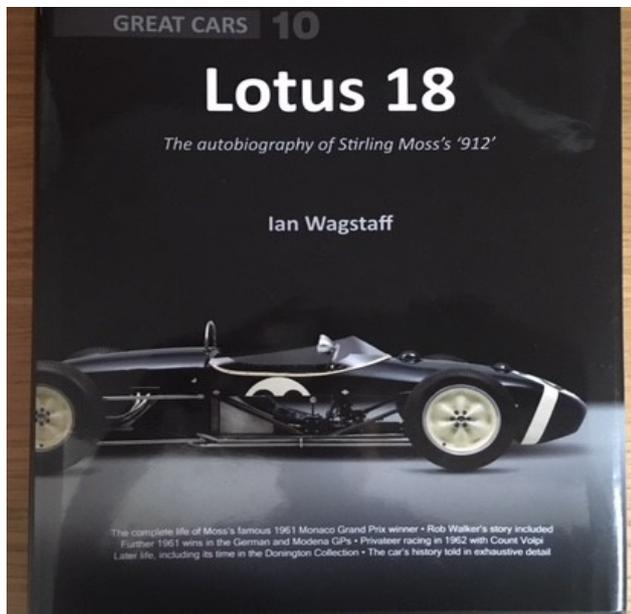
Ungainly, and sporting bags of positive camber on the front wheels, the model portrays the early Lotus production car very well. Its two SU carburettors and inlet trumpets sticking through the bonnet like two giant bazookas or fog horns or similar just add to the character of the model which SMTS have captured very nicely and with its side mounted exhaust it certainly looks the part. Who could have imagined just what this all started and where that production line would end up churning out specialist supercars in almost surgical conditions over half a century later.

Book Lotus

I just received my copy of Ian Wagstaff's Porter Press book "Lotus 18: The Autobiography of Stirling Moss's 912" which arrived promptly through Abe Books, Christie Collections distributor and I couldn't wait to get stuck in to read it.

Part of the reason for buying it was my recent completion of my 1:8 Scale version with resin body and scratch built chassis. I wanted to see how decent a fist I have made of it given all the vagaries of the original kit.

The book contains lots of images I certainly have never seen and some impressive shots of the car in its current guise under the stewardship of Stephen Bond.



As with all books of this nature it gives a good amount of relevant background information but Ian has included pieces about all of 912s drivers during its career. I particularly like the look of the section on Innes Ireland.

I included this introduction knowing I haven't time to read it properly before publication so there may be further comment in the December issue. However, like all Lotus books that land in my possession they have to be read as soon as possible. A quick flick through as a taster had to be done and it was during this browse that I came across what has to be the most important page. Page 284. An image taken at the 2013 Race Retro. There in the background you can see part of the Kit Lotus stand and our backdrop graphics, this has to be one of the best books of all time 😊

I had hoped that this book would reveal the secret why Moss's car had a Castrol oil can taped to the spaceframe during the Monaco race but now that I am nearing the end of the tale, nothing is revealed, if anyone out there knows, I need to know please.

What the book does reveal and emphasizes in spades, is the amount of careful research carried out by all the authors and historians who produce such works of art. I think they must all have similar genes and not to take anything away from those of previous generations, the availability of huge amounts of archive photographs used to enhance the text is just incredible. Just add that to the style in which these books are presented—and I'm thinking here about the Coterie Press publications, those from Haynes, PSL, Veloce as well as this one from Porter Press series—and the book becomes something good to look at as well.

It is fascinating to hear the history of 912, set down in this autobiographic style and to find out that in the ever emerging motorsport world of the early sixties, when cars we revere nowadays came to the end of their practical life, they became a throwaway commodity. If put up for sale now, there is no doubt that 912, apart from commanding a telephone number price, glossy brochures and the highest calibre auctioneers, it would be whole lot different than to be advertised in the classifieds as it was in a 1964 edition of Autosport soliciting offers to a Chester telephone number. How times change.

The characters involved in the life of 912 are all included in quite some detail and the story doesn't end with it's long sabbatical in the Donington Collection. Like most of the iconic Lotus cars, they are still in race trim and the book goes on to showcase what state 912 is in currently. The photographs of the car restored back to its 1961 Monaco heyday are a joy to see.

Great book, but one tip, it isn't a bedtime read. Not that it takes any great technical understanding, it is written in very readable style—but beware trying to hold it open whilst being likely to dose off!! It is a big heavy book capable of waking the neighbours if it falls on the upstairs floor.

You need this book in your Lotus collection, it is brilliant. Shop around for a bargain though, there are some hefty prices around.

My modelling year—Chris Dhube

The modelling year began with the Hiro 1/20 and Lotus 56 Indy, the car which should have won the 1968 Indy 500.

I chose to do the Graham Hill version, the only one of the three cars entered that could have made it to the finish as Lotus had modified the fuel pump drive on the Gas Turbine engine not to fail when overheated as on the aircraft the engine came from, unfortunately Hill had crashed due to suspension failure.

I didn't encounter too many problems with the build of this model except for the usual body fit problems and any subsequent attempts to remedy the problem



have not helped so I've had to accept a larger than normal gap between the nose and body top.

In my experience it is important to have the same number of coats of paint on each panel particularly so when spraying this fluorescent red, two coats of primer, three of colour and three clear is the ideal I have found as even the number of coats of clear can

alter the colour. The decals on this model are quite thick and brittle but fortunately don't have to go around any curves except for the white nose band and in retrospect, I would have painted this.

Another small gripe is the gold pin stripe on the Firestone tyres being too large in circumference and has to be shortened.

The model has turned out very well despite these problems the awful livery and Hills preoccupation for strange mirror positions.

I then moved on the Hiro 1/20 72E from 1975, models of this care are rare as it was the worst season in history for Lotus the version I built commemorates Jacky Ickx's "achievement" of qualifying 22nd and retiring after 6 laps in the Dutch GP and probably was the end of his career as a competitive F1 driver, quitting the team in mid-season, although he did have a few drives for Ensign and Ligier before coming out and concentrating on sports car racing and even suffering the ignominy of driving a Ford at Bathurst.

The biggest problem I encountered with this car was the panel locating the front brake discs holding the front of the car together is too tall making the nose cone sit a fraction high, and by the time I discovered this, it was too late to do anything as it was glued together.



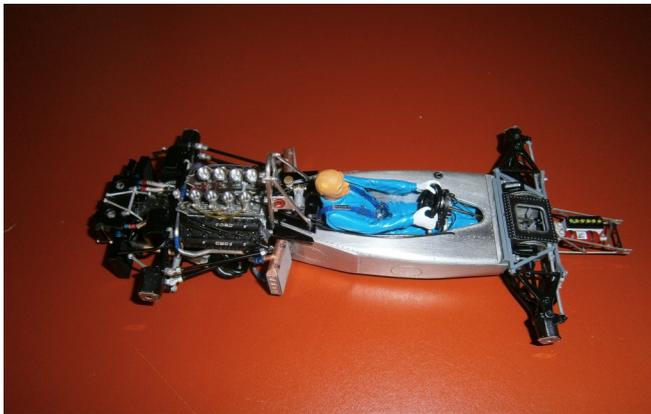
This model features a driver figure, the first Hiro I have seen to do so, the jury seems to be out with modellers concerning these, my view is if there is one I will use it as they add an extra dimension to the model.

Chris's modelling year continued

The figure with this car has very accurately moulded heads for both Peterson and Ichx with a separate crash helmet, unfortunately a fastened photo-etched seat belt buckle is not included, luckily I had a spare one as the driver would look pretty silly with belts undone.

Another problem arose when fitting the driver as the steering wheel is offset to the left to make room for the gear lever, a common feature on Lotus cars, which is present on my 1/1 scale single seater, in the end I had to amputate most the fingers on the left hand to get the cockpit surround to fit.

Also this car had severe front wheel alignment problems which could only be cured by grinding the hubs straight before fitting the wheels.



I have pictured the finished car with a Hiro 49c I built about 4 years ago which was the first Hiro I built and had a lot of problems with it.

My next project was the Ebbro Lotus 88 and 88B the car that was never allowed to race due to its twin chassis concept supposedly being illegal.

I really can't understand the reason why this car was banned other than it being too clever as every car in F1 that year was using hydraulically lowered suspension to circumvent the ban ground clearance rule, the 88 was a more elegant solution to the problem, a Lotus tradition.

I have built several versions the Ebbro Lotus 72c, 72E and a 49, as has been said before they are very similar to Tamiya kits but are made of a slightly inferior plastic and on some of the bits the chrome is not very robust, unfortunately the 88 is one of these so great care is needed when handling these parts.

Another problem is with the body top, the underside of which has about six indented circles on it presumably for the injection molding process, these need to be filled with glue otherwise with the soft plastic the solvent in the paint will draw them out even when rubbed back between coats and left for several weeks



Finally, the decals although made by Cartograph and of excellent definition have poor adhesion so care is needed there, and the seat belt decal for the 88 is with the 88B kit and vice versa, also no wiring or tubing is provided and must be sourced by the builder.

Apart from these issues, they are great kits and quite challenging to do.

To be continued.....

Chris

Classic Team Lotus workshop tour

I've written a few reports of our now frequent visits to Classic Team Lotus and recorded that every one is different and our latest sojourn over to East Anglia to take advantage of the CTL works tour didn't disappoint. The major difference to previous trips is the emergence of the new hi-tech premises rising out the adjacent plot as you turn into the CTL car park. Looking quite stark in its present form, you have to imagine what it will finally look like when the signage is applied but it does look big.

When we arrived Clive was just finalising the mezzanine floor design emphasising the reality that the new building will be a matter of months away now and the ability for Lotus enthusiasts to take advantage of seeing this historic facility in its current form are diminishing rapidly.

After a welcome from Clive the small group was escorted through the works by Tom (deputising for Steve Allen) and Steph. This time in the works, space frames were in the majority. Both Team Lotus front engine racers were there, the original Lotus 12 is taking shape nicely and the chance to compare the complexity of the 16 against the twelve was quite unique. As most cars in the works tour, very rarely do we see one in complete form. The usual stance is wheels off with the delicate body panels stored away leaving the chassis on stands for us to pour over with our cameras.



The acknowledgement to modernity was a Lotus 81 chassis alongside a Lotus 91 contrasting the aluminium monocoque of the 81 against the carbon fibre of the 91 but as with all Cosworth powered Lotus, the same four bolt fixing for the DFV engine was evident..

Over in Club Class, that's the workshop with windows, was another fine line up of Colin Chapman's finest space framed cars, all naked of body panels

further demonstrating the immaculate preparation that goes in to these historic racers in the twenty first century.

Clive reminds us that despite the Lotus reputation for fragility, CTL customers enjoy a consistent finishing rate well over 90% from there historic Lotus cars and that in period for example a man named Clark had a 100%finishing record when winning his first world championship when these 'fragile' cars raced for over two hours not the thirty minute sprints of the current historic programmes.

Andy Beaumont's BRP Lotus 24 sits alongside the



Lotus 21 in which Innes Ireland won the team's first world championship grand prix in the USA, at the side of that Lotus 18 chassis 915, a formula junior car mirrors the immaculate preparation. Heading the line, the Lotus 77, winner of the famous Japan Grand Prix of 1976 and one of the stars of the film Rush in the famous JPS livery gave us a perception of how technology changed so quickly within the space of only 20 or so years in the existence of Team Lotus.

Such is the reputation of Classic Team Lotus, the work load is vast with 12 cars expected to be taken to next years Monaco Classic, just one race in a season that now extends well into November. The transporter unloads from its European adventures on Monday and loads again for it's next trip by Wednesday and even though it holds six cars, sometimes that has to be augmented with a second transporter.

It is amazing to think this jumble of World War Two concrete buildings and various shipping containers and sheds that were once the backs of various trucks form what is this premier historic race

CTL Workshop tour

.....race team's operation headquarters and which, produces the most fantastically restored historic race cars stacked with history. The workload, this small team has makes it even more amazing



that they can make time to set up these regular works visits for us to enjoy. This means having a safe tidy and clean environment for us enthusiasts but I wonder how many visitors stop and think of the effort put in to our visit, and how much effort then has to be put back into getting the workshop ready for normal business the following day.



I've always longed for a 1:24 scale Lotus Cortina, maybe a nice easy kit to build? And in the past I've tried to encourage both Tamiya and Revell to take up the challenge. Maybe the newbies such as Ebro and Bekin who both make stunning 1:24 scale replicas could take up that challenge? Sales from any such kit would fly off the shelves and variants would make the tooling worthwhile. But, there is no convincing some folk.

Anyhow, I do keep my eye open and recently this Cortina shell and donor kit combo came up on an internet auction site and I was able to snap it up at a reasonable price. That's all very well but when it will see the light of day as built model is anybody's guess. But the quest for a proper injection moulded 1:24 scale kit of a MK1 Lotus Cortina in a shiny box will go on.



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