



KIT LOTUS

Volume 11 Issue 4 August 2018



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2008-2018



SAVE THE DATE

RACE RETRO 2019
22 - 24 FEBRUARY

TICKETS ON SALE SOON

Welcome back to Kit Lotus Volume 11 Issue 4 and to what I thought might be an issue with no model building taking place because I couldn't drag myself off the sunbed. I did make a token effort because modifications to the Kit Lotus display units was needed before the next exhibition but the only thing that happened was an afternoon re-working aluminium in a hot workshop dressed in swim shorts and a vest, not good. However, I shouldn't judge my own sloth as the norm and out of the sun came model building reports from the UK, Australia and Florida, happy days.

The website continues to attract new registrations from all over the globe and one such new registration is Andrew Sapiro from Miami, Florida, a youngster of 62 summers, who volunteered his "not quite scratch built Lotus 49". 49's are always welcome especially the 67 version which has to be one of the purest grand prix cars ever built. Andrew's car is in 1:24 which in current times is unusual for F1 since Tamiya made 1:20 the standard. I asked Andrew why, he replied:

*"long story short - I'm a 62 year old "scale snob"
I never quite forgave Tamiya for their commitment to 1/20.*

And I was disappointed when MFH switched to this scale for their GP kits I prefer 24th because it matches the old 24th sc kits that I own - built or un-built and they look better on my shelves next to all of those 24th scale sports car kits - particularly Loti I can scavenge parts from 24th scale kits - wheels and tires etc or make parts to use on both

And a bit easier to calculate scale sizes in 24th scale - at least for me"

Read the story of Andrew's 49 later in this issue.

It is nice to see Camel Yellow back on the front page with the latest kit build from Simon Parsons. Coincidentally also in 1:24 scale and from a rare WAVE kit. Even more rare, the box has been signed by Nelson Piquet who drove the car for Team Lotus but managing no more than a fourth place for his efforts. As usual Simon has produced an immaculate model and describes it in this issue.

Australia continues to provide a small Kit Lotus enclave and once again we are privileged to have Chris Doube's article about Lotus road cars. So often overlooked and admittedly under represented on the Kit Lotus displays except in smaller scales.

My own 1:12 Europa is a slow build and won't be finished this side of Christmas, but Chris has come to the rescue describing the build of a 1:16 scale Lotus Esprit and the neat 1:24 Tamiya Lotus Europa.

So I am shamed because I haven't built much so far this summer although metal bashing aside the weather has been too fabulous not to go out and enjoy the sun. I took two weeks in Majorca as a retirement party back in June and have hardly been away from the sun beds ever since. That is my excuse apart from the last few days of unsettled weather which gave me time to progress the 1:12 Lotus 78 in Imperial livery from the 1977 Japan Grand Prix.

Holidays and sun beds mean book reading and I dutifully picked up some books from the charity shop to put in my Balearic bound suit case. I also had a dirty book given to me as a retirement gift so I decided not to put that in the case but to read it when I got home in the privacy of my own back garden. It is an English book from the fifties, no it wasn't Lady Chatterley's Lover. It was about racing divers and dirty because it has obviously languished in a dusty attic, probably amongst fibre glass roof insulation for years before emerging in a charity shop and has that old fusty, grubby feel of a neglected book. I mention it because, published in 1955 as a collaboration between photographer Louis Klemantaski and motoring author Michael Frostick "**Drivers in Action**" features the early years of the World Championship, those drivers who became legends including the two youngsters Stirling Moss and Mike Hawthorn. "*this fascinating and indispensable volume for the motor-racing enthusiast reveals with the aid of two hundred photographs and an information packed commentary, the driving techniques of the world's leading drivers*" A fascinating book given the history we now know about the drivers and a good read I just couldn't put down, which is just as well really as having read it I need to wash my hands!! It's a shame the book has been tucked away all these years but the original paper cover is still intact and contained inside a flyer from the time advertising more motoring books from The Bodley Head in Little Russel Street, London. Anyone remember the shop? I hope you enjoy this issue

1:24 Scale Wave—Lotus 101

The Car.

Although a beautiful looking car, the Lotus 101 was introduced in 1989 during a time of great change at Team Lotus. Gone was French designer Gerard Ducarouge and Frank Dernie was appointed as Technical Designer, with much of the work on the design of the car carried out by Mike Coughlan. Turbos had just been outlawed and subsequently the 101 was rushed in to production, using the under powered Judd V8 engine and this as only a customer unit, playing second fiddle to March.



Driven during the season by Nelson Piquet and Satoru Nakajima, the best that the narrow cockpit Lotus could manage was two fourth places being beaten by the very dominant Honda powered McLaren.



The Model.

A few years ago, my Friend Steve Griffiths asked me to build the obsolete Modelers Lotus 101 in 1:20 scale. This because he owns the ex Nakajima car, which he shows and demonstrates at various racing and car shows all over Europe, allowing people who would perhaps hardly have the chance of seeing a Lotus GP car, the experience of the sights and sounds of this great looking racer.

I built the kit, which was thoroughly enjoyable and I think Steve must have liked it, because he then produced the fabulously rare kit of the 1:24 Wave version, complete with Nelson Piquet's autograph on the lid of the box!

On examination of the contents, I found the parts to be typical multi media, with clean(ish) body work and then white metal uprights, wishbones and steering wheel.

After washing and rubbing down the body work, I set about priming and painting with Tamiya Camel yellow. (That's Norfolk Mustard to all you Lotus sports car owners out there). Nothing went wrong until I went to build the rear wing, finding that nothing really fitted. I eventually got it together, having to use loads of filler.

So with all the yellow parts painted and the white metal black bits also done, I dry fitted the roughly triangular resin part which makes up the front part of the floor pan. The back part that accepts the rudimentary gearbox and exhausts fitted beautifully, but the front part didn't fit anywhere, leaving large gaps that you could see daylight through. I decided to make my own part from plasticard, so now the model was beginning to reach completion.

I know I've whinged on about the model so far, but there was only the one part that needed replacing and with the addition of a MFH seat belt set, the rest of the kit built up into a neat looking kit and a fair representation of the car.



A very special Whisky

As part of the continuing commemorations surrounding the 50th anniversary of Jim's passing, some joy to lift our sombre mood. A limited edition single malt whisky has been launched by specialists Morrison and Mackay in partnership with Simpson's Malt and selected from Speyside's Aultmore Distillery in just 400 bottles. The single cask 11 year old malt was launched to celebrate Jim and The Jim Clark Trust being the official charity at this year's Goodwood Festival of Speed. Five bottles numbered 1, 25, 50, 63 and 65 to coincide with Jim's milestones were auctioned at the RAC Club in Pall Mall.

The regular price tag started at £100 but I would watch the Whisky Exchange closely as these bottles presented in a wooden case will inevitably change hands with an upturn in price.

I thought about buying a bottle but that was as far as it got, but not because of the price tag. My friends will testify my partiality to fine Scottish wine and that would be the problem. Fine Scotch as with other world whisky is for drinking and savouring especially with good friends, the point being, if you buy a bottle of Jim's whisky, would it be for saving in it's box as a precious piece of memorabilia or would it be for drinking. My vote would be the latter. Recently I had the good fortune to be given a bottle of The Glendronach single malt. It was distilled in 1963 and bottled in 1975 by Wm Teachers & Sons of Glasgow, so fittingly the bottle was opened with 1963 in mind. The whisky exchange provides a value for this bottle considerably more than the £100 price tag on Jim's Single Malt but the friend who gave it me intended it to be opened. So, if you buy Jim's whisky, open it, savour it and share it with good friends whilst raising a glass in Jim's memory. I understand some of the proceeds will go to the Jim Clarks Trust's admirable work in raising the cash toward the Jim Clark room in Duns.



Three times Formula One World Champion Sir Jackie Stewart and Jim Clark's cousin Doug Niven launch the special tippie

A letter from South Africa

Dear Lotus Friends

Kit Lotus is in itself a great concept, created by John Thornhill in 2008. He is a very good friend who I met through Kit Lotus at the same time, so I really do feel part of Kit Lotus, and enjoy the emags, and now John and I Skype on a regular basis.

John and I both love Lotus. Don't forget Pete the perfectionist, who builds scale models from scratch, and Simon the master kit builder, including all the detail that goes into the model. Simon in his own right is a perfectionist.

Lotus is and always will be number one for many of us, in the 60's and 70's starting from the 18,25,33,49,72,78,79, all very successful on the track. Of course the team could attract the better drivers. That goes without saying.

Now Lotus is still very much alive, as in Classic Team Lotus which is run by Clive Chapman. They have the same factory as before, preparing their cars as well as customer cars, and even still employ Bob Dance who has worked for Lotus for over 40 year.

A number of toy manufactures over the years have made various Lotus models, in different scales, as well as creating diecast models. Lotus is an extremely popular subject, especially the kits which still have to be put together. It is time consuming, but does give the builder a chance to get to know the car. I think for shows that Kit Lotus attend, namely Race Retro and Malcolm Ricketts annual barbeque, the bigger scale models look the most impressive. They obviously stand out more as opposed to 43 scale, unless it is in a diorama.

What John, Pete, and Simon have done in the last ten years is something to be very proud of. The amount of work they have put into Kit Lotus, attending shows, and building a relationship with the Lotus community in itself stands for something very special.

I personally can only wish Kit Lotus all the best in the future, and to say that I am very happy to be a Lotus and Kit Lotus fan.

Best wishes

Mike Serrurier

Durban

South Africa

A chat with Clive Digby of Spark

Following up on the piece in the last issue of Kit Lotus, communication with Spark in regard to the Bedford Transporter continues, so much so that Kit Lotus wasn't up until then, known to Spark directly but since then partner in the business Clive Digby, had a look and became a Kit Lotus reader. It is widely acknowledged that the success of Spark has a lot to do with Clive and Spark founder Hugo Ripert being both mad keen motorsport enthusiasts, both race their own Lotus Elise and Clive in particular is a lifelong Lotus fan. Unsurprising then that Clive enjoyed reading Kit Lotus and saw that over the ten years since first published Kit Lotus has had quite a lot to say about Spark and its products, mostly complimentary. This led to making contact and one recent Sunday whilst out walking the dog in the woods I was pleasantly surprised to receive a call on my mobile phone with a Hong Kong number. It was Clive and the subject was nothing more than a good old chat about model cars.

During the chat, conversation turned to the size of the market and the point we often make that the more "subtle" versions of model cars, up until recently the domain of the small artisan makers, has seen a serious threat to that market from Spark's resin cast offers. Clive explained that most of the specialist resin cast subjects have to rely on a market minimum of 300, extremely small in the grand scheme of things and that as with many other outlets, relies on forward orders from distributors on whether or not the model gets built. This is no change from specialist model car retailers whose websites these days offer most things on a pre-order basis.

Not only do these specialist subjects have to have a 300 minimum run, the fact that Spark make many models means these subjects are also regarded as mainstream mass production whilst in reality, they are hand assembled so why shouldn't they be classified as hand built and therefore themselves part of the artisan movement?

In the toy industry it has long been a tradition that 'outworkers' would assemble, or part assemble, or paint batches of toys delivered to their home by a manufacturer. Homes around the Homerton area of London where the Lesney factory was would be no stranger to this, neither would anyone who may remember trays of Britains toy soldiers being delivered to homes for

painting. I can testify to this after my own foray into diecasting in the early nineties where I would take a tray of Mitsubishi Gallants or Sierra Cosworths round to a house for the occupant to apply decals. Much easier than employing fulltime staff. Surely then, it can be argued that just because someone sits at a bench for several hours applying decals to a batch of models in a factory unit before passing them on to someone else to perform the next manual task, doesn't this class the models as hand assembled?

I think also, that if a company like Spark who thrive producing thousands of models for say Porsche make a decision to build 300 Gold Leaf Team Lotus Mini Mokes pulling a trailer with a Gold Leaf Team Lotus 47 on the back, this can only be the decision made by an enthusiast not a hard line commercialist. Isn't that a good thing for us especially if you are not prone to the pleasures of hand building your own model?

So there we have it, a different viewpoint on a difficult question and whilst there are some struggles to find the next generation of modellers willing to build their own models, I'm sure that market will always be smaller than the need for the instant gratification of a built model which demonstrates remarkable accuracy, quality and above all value for money.

I am really grateful that Clive took the time to speak to me, just two enthusiasts having a chat. Hopefully soon we may see a Kit Lotus link on the Spark website.



Just one of the highly detailed great value for money Lotus models in the Spark range, the Lotus 62

The Road Car Lament - Chris Doube

This article has been inspired by a recent conversation with my friend and fellow Lotus enthusiast / collector, Marc Schagen. We were lamenting the discrepancy between the “modiclar” representations of race cars vs road cars in the Lotus genre. Considering that Lotus has produced numerous iconic road cars, my own collection of builds has barely reached double figures. The die casts are scarcely more abundant numbering around 40, yet there are hundreds of Lotus race cars.

A few days following this conversation I received by post from Marc a vintage Lotus Esprit S1 kit by Bandai in the 1/16 scale. I immediately contacted him to ask how much he wanted for the kit, to be told that I was welcome to it as it had belonged to his late father for 35 years and was never going to be built otherwise. As you can imagine I was very pleased with this wonderful gift and have offered to build a Joker Lotus 18 kit for him.

Despite its age, I found the kit to be very detailed and well produced. However, the instructions suffer from incompetent translation and the introduction is practically unreadable. Being moulded in red plastic I decided to paint the car red as the opening doors, bonnet and tailgate require a lot of filing but needed to employ a light interference fit otherwise they would not stay closed, this meant that any chips on the pop edges would be unacceptable.



I have a copy of Car Magazine from October 1976 which covers a test of the prototype Esprit with some detailed colour photos and I found this to be very helpful when it came to the interior trim as it clearly illustrated the green with red tartan inserts in the seats and door trim, with a grey instrument panel

Fortuitously, I had some black seat belt material left over from the 98T build and was able to utilise this. The big problem with the interior was reproducing the tartan inserts, as the instructions were to just paint alternate stipes in red and green which would be most unsatisfactory, so I set out on an odyssey to find tartan decals. The only ones that I could find were for ladies fingernails and I took a chance and ordered some from Canada. These unfortunately proved to be very transparent even with several layers applied and turned out to be equally disappointing when used for the intended purpose as I applied some to my nails.

The most difficult part of this build is the detail painting around the windows and the rubbing strip around the middle of the car as well as the chrome trim inside which all had to be masked up to be done perfectly.



The car can be made in either left or right hand drive specifications, and I chose the right (British) version as the extended bumpers of the US car are not included but the engine only has the Federal emission version with Stromberg instead of Dellorto carburetors.

The completed car looks really good apart from some minor panel fit problems with the headlight pods and tailgate and is a very nice older kit to build despite some heavy handed details.



Road car lament continued.....

While still in road car mode I realised that I had never built a Tamiya 1/24 Lotus Europa Special as the Europa has never been one of my favourite models. I remember back in 1969 both my parents owned Lotus Elan +2s and the manager at our factory bought a new Europa mainly because the salesman had told him that when you stopped at traffic lights in one, women would be hypnotically drawn to it and just get in! Even at the age of 10 I thought this somewhat unlikely. My father, who had a unique



view of life believed that the entire design ethos of Lotus cars was to enable men to glimpse women wearing miniskirts from this low vantage point.

Anyway, I digress.....

I found the kit on eBay and it was the usual well executed Tamiya product. Being the Special it had gold pin striping a la Lotus F1 cars and these are quite fragile being an older kit and dried a little opaque. The only incorrect item is the instructions tell you to paint the brand Lotus alloy wheels dark grey instead of black and the inclusion of two brake servos which is only for the US spec cars.



The Europa was quite an easy build but as with the Esprit the detail painting is the most difficult and important part.

CD

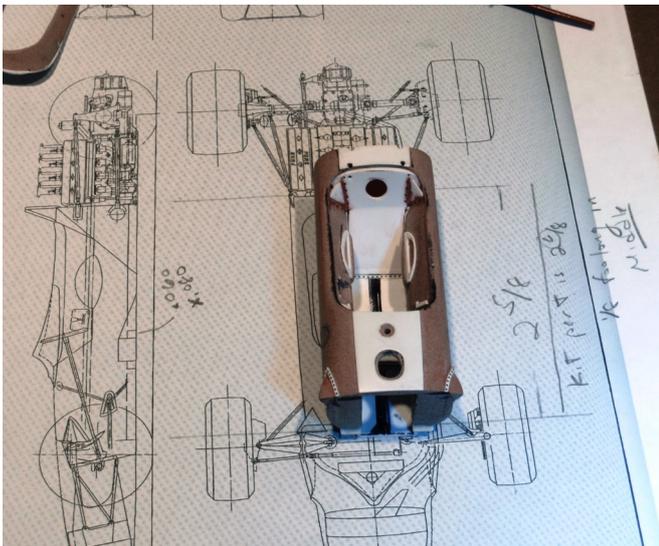


Not quite scratch built Lotus 49 - Andrew Sapiro

No one has ever kitted a good 1/24th Lotus 49. This model is a replica of chassis R2, as it was debuted by Jim Clark in 1967 at the Grand Prix of Holland at Zandvoort. Clark won, but despite immediate success, Chapman continually changed the 49 throughout '67 and into '68. Therefore, the Heller kit of the 1968 49B, can't be used to build an accurate model of the Zandvoort winner. And the kit was not based upon Team Lotus drawings, only published forty years later. So it has many inaccuracies. But it managed to serve up enough parts to get the project started.

The engine parts of the Heller kit were/are very well engraved - although two years into this project I learned that the cylinder head and cam covers were dimensionally incorrect. Whatever. By sawing apart the major engine parts, I made three major corrections that provide the basis for the Cosworth engine.

1. re-drill the exhaust pipe ports, so that they are evenly distributed across the cylinder head. So I then had to take apart and re-assemble the exhaust pipes.
2. stagger the cylinder heads
3. re-drill the openings for the fuel injection trays so that the banks of fuel injection trumpets tilted towards each other.



The sump is scratch-built, but the water and oil pump parts from the kit were usable once modified. The oil filter is turned aluminum. There are two lathe turned fuel pumps - one sits next to the oil pump at the front of the engine block - the second is tucked into the bottom of the monocoque, below the water pipe

The Heller kit features a Hewland gearbox. The '67 49's used a ZF box, which I sourced and detailed from the resin Joker Lotus 49 kit. The exhaust pipes are machined from nickel silver and the hangers were soldered nickel silver rod.

The fuel injection trumpets were lathe turned, and fuel line elbows scratch built. All the details that I could fit were added.

The monocoque was scratched from Renshape, along with the nose.

Why? The Heller body is not accurate. And the cockpit lacks any correct features.

So basically every component forward of the engine bulkhead was scratched - with the exception of the front bulkhead, which was modified from the Heller kit. The rivets are decals made by Archer, applied before a final coat of primer.

The front bulkhead features most of the actual components, including a pose-able steering rack and scratched radiator. There are accurate pedals - sorry, you'll have to see the photos. I squeezed in nearly all of the oil and water lines, and ran brake lines front and back.

ED: Being unfamiliar with RENSHAPE I asked Andrew to explain.

"Renshape is made and distributed in North America by Freeman—and more recently sold on eBay. It is a great modelling material for scratch builders, comes in different 'hardnesses' and sizes. I is expensive but less so if bought in bulk.

It works like wood but has no grain— it's a chemical composite that will hold it's qualities over time and will not warp for a large project—like a model body part.

Start by pasting patterns onto the Renshape surface to guide initial cuts. I use the medium stuff which can be shaped with hand tools or cutting burrs or machined, but the harder stuff is better suited for machining and the trick is to use certain kinds of cutting burrs, the ones with random tooth cutting surfaces."



Not quite scratch built Lotus 49 continued.....

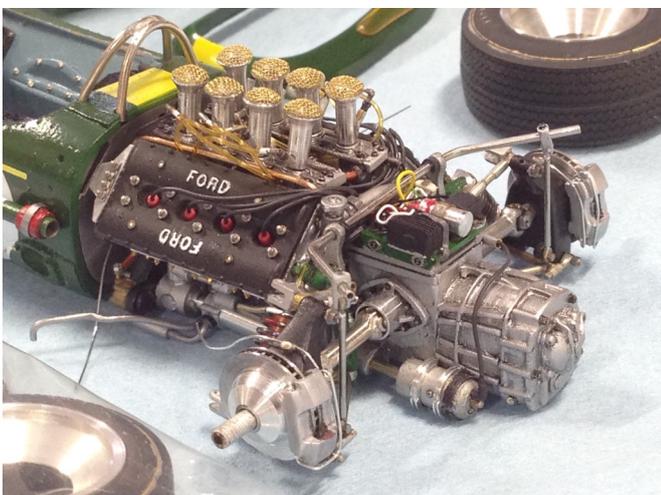
The dash has lathe turned bezels and switches, and the steering wheel is offset, another major miss in the Heller kit.

The seat padding is 3M adhesive backed material "painted" black with a sharpie. There is a battery below the seat padding

- but the assembled cockpit got too crowded to permit removal of the padding to display the battery. Oops. The roll-over hoop was shaped from nickel silver rod.

The cockpit cowling is reshaped. The racing mirrors are turned aluminum - four parts each. And the windscreen was scratch-built from a solid block of acrylic plastic - painted clear yellow. Very time consuming, but this windscreen was unique to the Zandvoort winner and not modelled in any 24th scale kits. By the way, it's one of the few things that Tamiya got right in their 12th scale 49 kit.

Suspension: I used/modified the Heller kit front and rear suspension uprights. Front and rear suspension components are scratched.



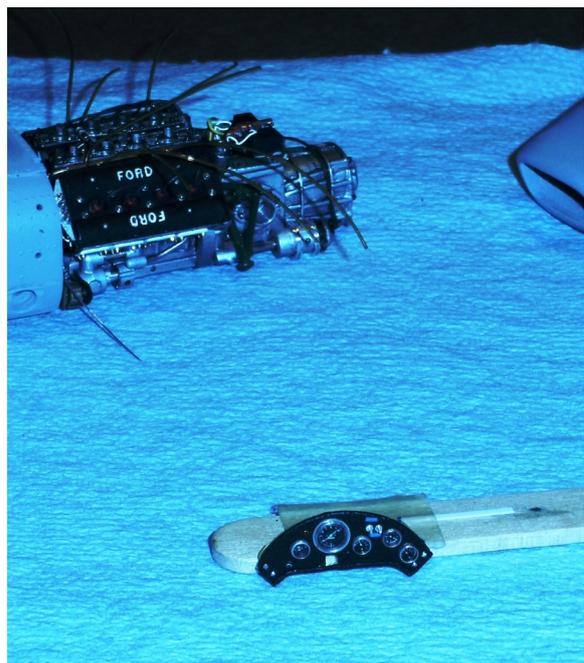
Mostly brass that I nickel plated, or nickel silver rod and tubing - which is more readily available in recent years. The pivoting front suspension upper "A" arms were constructed from brass with silver solder, then painted with Alclad. The rear suspension on the early 49's was hung from asymmetric brackets that bolted to the back of the engine. These had to be fabricated - another major difference from the Heller kit - the simpler brackets in the kit are reasonably accurate for the 49B.

Hardware is a mix of nuts and bolts from the usual suspects: Scale Hardware and RB Motion, and some unique simulated knurled bolts from Tuner Model Factory. And some of Veber's fabulous dzus fasteners for the nose.

Wheels and tires and brakes: The tires were sourced from a resin kit years ago, and have been re-casted by Norman Veber. The wheels were turned on a lathe, with inserts sawed out of the Heller kit wheels. The brake discs were turned on a lathe - again the cooling slots were only used in the '67 49's. Solid discs, as in the kit, are accurate for the '68 and '70 49's.

The callipers were based upon the kit parts, but doubled, and detailed as needed.

Paint and Decals: Acrylic enamel from Model Car World and markings from Indy-cals and some from the Joker 49 kit. The Lotus Ford markings on the nose were produced on computer and printed on clear decal film.



Jim Clark - best of the best

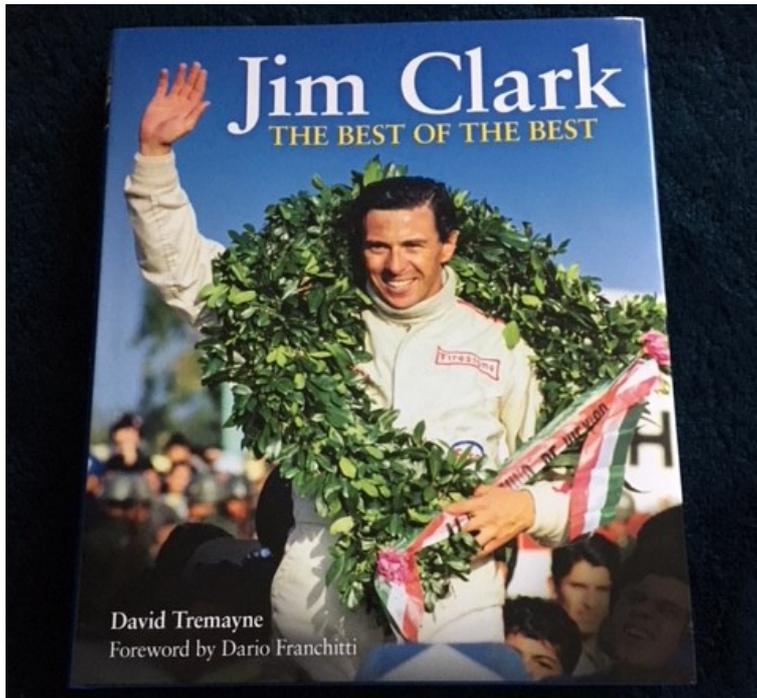
Almost to coincide with the commemoration of the fifty years since Jim Clark passed, David Tremayne's book *Jim Clark – best of the best* hit our shelves and so it was inevitable that I along with many of Jim's fans and admirers just had to have a copy. This is no ordinary book, neither would I describe it as a coffee table book despite its size. This is a book for serious JC aficionados and so it had to be bought and read from cover to cover.

There have been many wonderful books about Jim from true friends and authors like Graham Gould, Eoin Young and Eric Dymock to name but a few all of which are devoured, read and re-read over and over again. Tremayne's book takes nothing at all away from them, indeed he acknowledges them time and again but where it differs is the deeper insight into Jim's life and racing career and those people who were privileged to know him. Let's face it we only have the one life so there is only ever one life story and each of the eminent authors mentioned have told us Jim's story in their own style and with their own depth of

page after page even though in the depth of our minds we hope the ending might be different, sadly, it never is and the chapters before Hockenheim are the ones we read the quickest because the vibrancy of the story unfolds so fast.

On a lighter (or maybe heavier) side, this book is a reading book and the tale perfect for bedtime. However, beware, this book is a monster so if you are prone to nod off whilst reading (tell me about it), you could injure yourself, you might possibly kill the dog or cat if they sleep next to your bed and you may damage the floor. This book weighs in at around 3kg, 6.6lbs in old money and is quite a lump to slip suddenly from your hands as somnambulist tendencies overtake the reading. At around 280mm x 240mm and 32mm thick, all 410 pages could inflict acute damage so take it that this book comes with a health warning.

It is readily available and even when first published I got hold of a copy through Amazon for £52. It often pops up at £80 plus postage, so an Amazon Prime membership sometimes works in your favour.



knowledge.

I've now met many a Jim Clark fan all telling the same tale that alongside his greatness behind the wheel, he was the man a lot of us would aspire to be and that endearing feature runs through virtually every admirer. David Tremayne captures that idea in spades and whilst the story doesn't change from author to author, each book brings a different slant and that's the thing that keeps us rivetted, for

On another tongue in cheek matter, fabulous though this book is, the legend of Jim Clark grows ever stronger to his Scottish birth rite. All the way through the book his Scottish ancestry is celebrated. Fellow Scot and superfan Dario Franchitti writes a very moving forward and cross references many things with Sir Jackie Stewart. Now, I'm not the one to suggest anything other than that's fine and why shouldn't it be, but, unrelated to the book but related to most things JC at the moment, I just get the feeling that fellow Brits and not just Sassenachs are having to play second fiddle nowadays and only get the crumbs as Jim's memory is drawn ever insular to his Scottish home. After all, both he, Jim, and the equally great Sir Jackie Stewart covered themselves in glory through English teams and I'm sure given Jim's manner had he lived would automatically

been ever true to his Scottish roots but without having to dress like a shortbread tin or mention Scotland three times in every sentence. Just remember, he belongs to the rest of us Brits too.

What a terrific book, buy it read it and realise that it makes you feel like Jim was your pal too. The legend goes on.

Bits and pieces

It's probably no coincidence that eyesight ages in proportion to the increasing thickness of spectacle lenses (or should that be vice-versa?) and the need for magnifying headgear becomes essential. I needed to replace my magnifier as continuous use over the years ensured wear and tear began to render it beyond economical repair. My pursuit of a replacement captured this one looking like something a Star Wars stormtrooper might wear. For less than £15 it is essentially a pair of high tec specs provided with an LED light and a set of varying lenses offering a range of magnification. Being spectacles makes wearing it with your own spectacles impossible but such is the variation of lenses, I found I didn't need to worry about that in any case.



Malcolm Ricketts's Open Day

Kit Lotus are no strangers to Malcolm's annual workshop Open Day, which this year will be from 12.00 to 18.00 on 18th August. The venue is Malcolm's race workshop in Lamer Lane, Wheathampstead AL14 8RG and as usual there will be some special historic Lotus road and racing cars on display along with a 'mystery Lotus' seen in public just twice in the last 20 years. Malcolm and his wife Jill are great hosts and will provide the usual BBQ and drinks in

Dates for your diary

Here are a couple of dates for your diary where you can catch Kit Lotus on the road , see other fantastic Lotus cars and meet fellow Lotus enthusiasts:

Saturday 18th August

Malcolm Rickett's Lotus Open Day at the Old Dairy in Wheathampstead, AL4 8RG . From Mid-day onwards

Saturday 29th September, Lotus 70th Anniversary celebrations at Hethel – no details yet.

22nd–24th February 2019—Race Retro, Stoneleigh, Warwickshire



return for donation to their local charity The Isabel Hospice. Following last year's record attendance Malcolm has further improved and extended the parking area. This is always a lovely summer gathering amongst new and old Lotus friends, everyone is welcome including guests so you never know who you will bump into from the Lotus community.

Kit Lotus will have our exhibition of hand built scale model Lotus on display inside the workshop for our fourth visit, so please come along and see us. The atmosphere is fantastic.

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