



KIT LOTUS

Volume 14 Issue 2 May 2020



Magnificent MK III

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Fancy a new set of tyres?
Read on to find out how

Hi everyone, welcome to Kit Lotus Volume 12 issue 2 in what are very strange times for all of us. So let me start by saying that I hope you are all staying safe and well, following what our various governments advise and counting our blessing that we have so many dedicated human beings whom we owe a great deal to, striving to rid us of this Covid curse. I have been amazed with what people are doing to get themselves through this nasty phase of history with lots of Lotus models and dioramas appearing on social media. There is lots of hidden talent out there.

For this issue I have continued with the usual mix of Lotus model stuff but I have also attempted to lighten the mood and bring a little more tongue in cheek into the plot. I hope you will forgive me, but the opportunity of introducing you all to Grover just could not be missed. There is also an ingenious coronavirus sponsored model and a couple of anecdotes so please bear with me if we stray just a little wide of the Lotus path. However, I can't to start this edition without a tribute to Sir Stirling Moss who passed away on Easter Sunday.

The usual contributors are keeping me supplied with their projects and sharing their experiences including suggestions for future articles such as the rare MERCATOR models. More later but I need your help and some detective work to illicit some information.

I am very pleased to include Mark Rudling's magnificent 1:43 scratch built Lotus MKIII built which is featured as our cover picture this time. All the more special by the place it is displayed.

Staying on a light hearted theme, I usually try and publish this edition in April, always remembering our hero Jim, but with the holiday break I took last summer (how dare he), publication is now running one month later. That isn't to say I won't be mentioning Jim, all the usual tributes and sensible comment has been made on many other platforms so I have shared with you a small anecdote of my own in his memory.

Happy birthday Lotus 72 continues and this time I have reviewed the DVD released by Gary Critcher, Grand Prix Icon Lotus 72. Gary worked in TV for 35 years and then for Bernie Ecclestone in Formula One. He has produced a few motorsport documentaries, raced in Historic Formula Ford and is working on a historic Austin A40. Gary also has podcasts. His "Mechanics Gallon" can be found on both youtube.com and blogspot.com,



Huge dust clouds cover Oldham as Peter Pedroza commences machining the MDF tyres for the quarter scale Lotus 107 (more later)

.....very handy whilst we have some time on our hands. Gary's DVD is a fascinating slice of Lotus history surrounding one of our favourite race cars.

I did see on social media some clown published a list of the top 10 iconic F1 car liveries putting Marlboro at the top???? Obviously in the pay of Richard Morris, how could the JPS livery not be the top?

My efforts to build the Gold Leaf Lotus 72 for this anniversary year continues, but I have so much content from other people that will have to wait for the next issue, as will my ongoing 1:8 scratch build of the Lotus MK1. However, I can assure you that I am finding scratch building just that, requiring lots of head scratching. Maybe that's where the name comes from??

Peter's quarter scale 107 continues 'at pace' (notice the latest buzz phrase? I nicked it from the daily Covid briefings. His skills are immense but I am enjoying being able to contribute bits and bobs of a more agricultural bits and I am looking forward to seeing the final outcome.

Thankfully, the world hasn't quite stopped and the makers are still announcing new models including the quirky Lotus Esprit St Tropez from AutoCult and a brace of Elites from Spark.

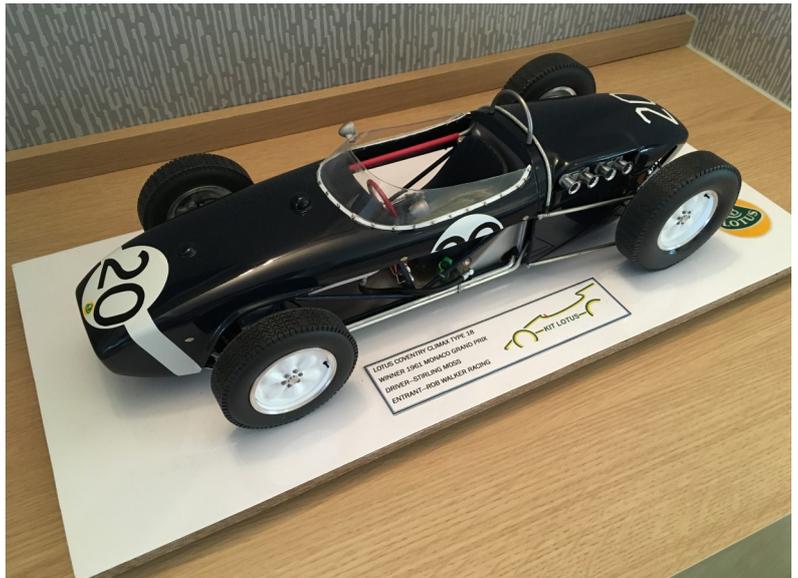
Finally, thank you to everyone for your contributions, I take it as a measure of your support how much it has risen over the years and it makes publishing Kit Lotus every two months one of life's pleasures for me.

Finally, finally, happy birthday to Bob Dance for May 10th, I believe he will be 85 years young by then.

Stay safe everyone.....

SIR STIRLING MOSS OBE – 1929-2020

On Easter Sunday, the Motor Racing World lost one of its greatest ever exponents and the country lost one of its greatest ambassadors. After a three year fight with illness, 90 year Stirling Moss finally succumbed to a 'lap too far'. Everyone has memories of their heroes but some heroes stand out as truly great human beings and their prowess as such a



1:8 Scale replica of the Lotus 18 from Moss's greatest F1 win. Monaco 1961 The model started life as a R.A.E Kit but with most stuff thrown away and scratch built. Only the body, seat and tyres are original.



At Race Retro 2013, Simon couldn't resist comparing his 1:43 SMTS Lotus 18 with the real thing

human being ranks alongside their prowess in a race car, Jim Clark and Dan Gurney fill the same shoes. Lots has been said and written about Stirling and so I can only add our own small Kit Lotus tribute and thanks for fabulous memories.

We saw Stirling Moss at a Race Retro exhibition in 2013 when his restored famous car 20 was on display. He spent quite a while on that stand which was adjacent to our own Kit Lotus stand, talking to fans and commentators about the car he had come to see. Even then, he travelled on a mobility scooter protected by an entourage but spent a long time chatting to visitors.

For my part, I remember 'bumping' into him in the Silverstone paddock during the 1977 British Grand Prix. I was with a buddy and we had no idea who he was with his back toward us. My mate noticed this man wearing a rather smart white First National City Bank Team Tyrrell jacket and promptly asked " ay up mate, where did you get the jacket from" - he was a Tyrrell fan I might add, you

wouldn't expect me to ask such a thing would you? It was only when the man turned around that we saw it was Stirling Moss, who smiled, pointed to the Tyrrell badge and walked on .

I was talking to Simon Parsons who recalls a Brands Hatch Grand Prix Masters event. "Classic Team Lotus were there and I had brought along a Lotus model I had built and hoped to show it to Clive Chapman, he wasn't there because the event clashed with another event elsewhere (not sure if was Historique Monaco). Stirling Moss was there however, and he had a pretty little Maserati sports car with him to race in the historic sports car race, so while he was in the pits, I showed him the model. He looked at it and said very nice but it couldn't be a Lotus as it had all four wheels on. My model was a Le Mans eleven.

Stirling Moss more than any other, put British motor racing on the world map. He meant so much to so many people and whilst adding our condolences to his wife and family we celebrate the time he was amongst us and cherish many memories of Mr Motor Racing.

Grover - Enigma or fabricated American?

Gary David has been a regular reader and contributor to Kit Lotus since the early days of 2008. He and his wife Sandy are key members of CALL - Cleveland Area Lotus Limited in Ohio and Gary has been sending reports from LOG - Lotus Owners Gathering, in the USA since LOG35 (2015). Always interesting to hear what enthusiasts across the globe are getting involved with, Gary has a cadre of regulars whose names pop up in his various reports and emails. One of those figures is Grover. His mention appears from time to time in a matter of fact sort of way that drew me to stereotype Grover in to one of those *hangers on* types who are always there, never get that much involved, have to be taken everywhere and are always willing to thrive off the generosity of others.

I must pleasantly admit, I got this so wrong. It is true Grover has to have every single thing done for him, and he is partial to slobbering around watching HBO films all day, but having established his superstar status, I suppose being a diva and having people wait on you hand and foot just goes with the territory. It so happens this diva's territory is Lotus and now I know just who Grover is, it is easy to see his enjoyment and carefree approach to being a 100% Lotus enthusiast despite his tv and film stardom. Grover goes just everywhere with Gary and Sandy, having been an inseparable partnership since 1977 even whilst always at the height of his tv and film career. He even accompanied Gary to various jobs at Boeing, GM and Ford



With his nonchalant good looks, Grover poses for the winning shot in the LOG7 photographic competition

Gary's parents always understood their son to be a bit of a whacko, which is why they introduced him to Grover, Christmas 1977. Since then, Grover made his LOG debut at LOG7 where he won the photographic competition and has attended over 30 LOGs since then.

You may have realised that Grover's alter ego is his starring role in TV's Sesame Street where viewers would have no inkling that Grover's private time passion was Lotus. From LOG5 the photo competition was big time stuff and winning it was quite something and so by LOG 7 when Grover debuted, winning the photo competition was an easy task.

Reluctantly, Gary has opened up on Grover's Lotus passion. You will accept that most superstars like to keep their personal lives just that way, personal, so I am tremendously grateful to be given the inside track on to what makes this erstwhile slob (in my eyes) turn into and be recognised as a respected Lotus enthusiast. Probing a little deeper, Gary revealed that Grover is very partial to Emmo's Lotus 72. At LOG 27 he did get the opportunity to take the 72 to the track but sadly, the pedal box adjustment just wasn't sufficient, he did get the chance however to try out a road going M100 Elan, much to his delight and in both cases providing him the opportunity to proudly wear his specially made Lotus race suit in which he won the craft competition at LOG 10.



Gutted Grover has to hide his deep disappointment when he learns the pedal box adjustment on Emmo's Lotus 72 just won't stretch far enough phew!! The car owner dodged a bullet there then?



That's more like it, Grover gets to grips with an M100 Elan

From time to time Grover does drive his own Lotus having a couple of pedal power examples in his stable and he takes the time to show them at Lotus event whenever possible.



Grover has travelled the world being photographed by the paparazzi at the Eiffel Tower, several spots in the UK, Canada and in several US States such is his world- wide fan base, eager for images of this Lotus loving superstar. His last trip to the UK was for the Lotus 70 party at Hethel (although I don't recall him coming down to dinner the night before at the hotel in Attleborough, must have had an early night knowing he had a busy day ahead).



Grover 'Papped' despite wearing full disguise, on a train on the UK

When not filming or just being a Lotus enthusiast or even when the rest of LOG go out for their road and track runs, Grover likes nothing better than to sit watching anything on HBO. He has his own easy chair and ottoman in the David household and a large wardrobe of clothes as well as his favourite Lotus Race Suit (nicer than Gary's drivers suit).



Grover relaxes , appropriately dressed, for an evenings entertainment in front of HBO

Whether it is a day at the beach or taking in a baseball game, Grover's sartorial appearance is always important, he has never gone missing, however .

.....

Grover

..... and you must never repeat this to a living soul, I will deny all knowledge if you do, but like many showbiz personalities, Grover's vanity prompted him to indulge in surgical procedures having spent a couple of months at Hannas Teddy Bear Hospital and Health Spa getting a bit of cosmetic work done, not that you would notice it. You must keep schtum on this.

Grover's tv career goes back quite a while, originally known as GLEEP he debuted on the December 1967 Ed Sullivan show but after a reinvention, he became GROVER when he made his Sesame Street debut on May 1st, 1970. Also known as SUPER GROVER and GROVER MONSTER to his many fans. I think his alter ego is safe with us especially as he takes his Lotus passion as seriously as we all do, taking every opportunity to dress up in his beloved Lotus race suit, even for making cakes.

Lotus fans can rest easy, knowing that the superstar in our midst is being well cared for by Gary and Sandy, ensuring his privacy and protection from the media circus whilst allowing him the freedom to indulge in his Lotus activities amongst his many friends. JT



Grover at the beach

Magnificent MKIII

When he isn't managing the complicated logistics, or driving the race transporter at Classic Team Lotus, Mark Rudling indulges in some neat model building. Mark has previously scratch built the Lotus Mk 1 in 1:43 scale.

Some while ago, Mark's colleague at CTL, Jeremy Pierson, whom you will know as the licencing guru for CTL working with the model manufacturers, suggested to Mark that he might build a model Lotus MK 3, something that Clive Chapman would like in his collection. Accepting the challenge but unable to find a suitable kit, Mark began planning a scratch build, his main aim being to replicate as close as possible the car as seen photographed being enthusiastically driven by Hazel Chapman as she negotiated Silverstone's fast corners in 1952.

Mark said *"The model was built without any plans, and with only a few period and post-restoration photos to work from, so I cannot guarantee 100% accuracy, but I think it looks right using the 'Mk1 eyeball'!* It was based on the chassis from an Austin 7 Ulster kit found on eBay. This gave me the basic wheelbase and track dimensions to build upon, the rest of the model being scaled from photos to fit the chassis. The Ulster model also provided the wheels and tyres, but the rest of the model is entirely scratch built using polystyrene stock, bits from the spares box, and lots of filler!
The model took about three months of evening work to complete. It was recently presented to Clive at a CTL works lunch, and I'm assured his mother now has it in pride of place beside her chair."



More Lotus musings

I saw this picture on social media and borrowed it. Not sure who to credit the picture to but we need a bit of silliness in these challenging times. Typical that man's sense of humour shows through in all adversity. Here we have the 2020 Convid-19 race car sponsored by around twenty or so packets of spaghetti – isn't that food hoarding? And with some neat soft white toilet roll wheels. I just thought it



There is another Jim Clark book in preparation which I understand is a collection of anecdotes and memories by Jim's legion of fans. The book, limited to 1000 copies was due out later this year but that will be reviewed pending current circumstances.

If you are interested in claiming one of the 1000 copies, contact : daveclarky114@gmail.com and get you name on the list. I believe you will be able to read why Peter Pedroza refuses ever to wash one of is feet.!!

I hated my boss. It wasn't that he was younger than me and it wasn't that he had neither the knowledge or the experience as I had. It wasn't that I was the more qualified in our field, in fact he wasn't qualified at all but when we apply for jobs, we don't know that at the time do we? We get to find out later. It was none of these which caused the underlying hatred I held for him which simmered below the surface until he finally left. I still hated him nevertheless. I hated my boss ever since he let slip a secret in a cast aside manner which, unbeknown to him would have meant so much more to me than it ever could for him.

Who remembers the Cycling Proficiency Test when we would take our bicycles to school and ride around a set course either in the tennis courts or on the playground? A safety Bod from the local council would assess our competence and if we could stay up long enough, chances are we would be awarded a National Certificate of Cycling Proficiency. A very neat triangular enamel badge would accompany the certificate and like most schools, we were presented with ours proudly paraded in front of the whole school at morning assembly by the Headmaster or was it one of the House Masters? I Can't remember. I

I have no recollection of how a conversation with my boss, others were present, about the Cycling Proficiency Test came about, but

in a throw-away line, my boss announced that at their school, Jim Clark came to present the badges and certificates.

Thereafter I would be silently

growling at him every time I saw him .

Fortunately, he left not long after that allowing me to growl in private whilst recovering from the trauma.



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Boys from the big stuff – 1:4 Scale Lotus 107 - update

As you know this project was basically a fibre glass body shell intended to be built as a kerbside model therefore not requiring very much internal detailing, externally though it was a different matter. The suspension was straightforward but then that led to the uprights, brakes, brake ducts, wheels and tyres, all of which had to be drawn up and made, with the tyres being the starting point. Regular readers will know I usually turn the tyres from a hard plastic called Delrin and the wheels from aluminium but with this model being a bit on the large side this entailed two major changes. To start with the diameter of the rear tyres being 165mm these were way to big for the lathe I have. The second change was cost. I priced up some Delrin but it came to just under £250! So I decided it would be better all round if I reverted to my original method of MDF for the tyres and to laminate the wheels from plastic. Now, new readers might think that this idea is a bit agricultural but I would recommend that they have a look at Vol 4 Issues 2&3 from when I made the 1:8 Type 40 and gives the method in some detail as to how they are made.

So having decided on the method the search was on for a larger lathe and so being the kind, thoughtful person I am, I passed this problem straight over to "Thornhill Industries"! As it happened one of John's neighbours knew someone who had just the thing. Using off-cuts of MDF John then started to laminate blocks ready for machining.

Ed note – The MDF was recycled from Santa's Sleigh. Something I built years ago and comes out each Christmas. The problem is, I built it so it just goes through the door into my loft space and it consisted of mainly 18mm MDF. OK when you are a little younger but age makes it harder a) to carry and b) to avoid breaking my neck on the stairs, so a lighter version is planned and what better use for the MDF than tyres for a Lotus 107?



Santa's Sleigh prior to strapping on Santa and his team of Reindeer. Source of Lotus 107 Tyres

Meanwhile I got on with making other parts. The brakes were straightforward as were the uprights although I have to confess I simplified these units making them more box shape. This made them much easier to make as they are not visible on the finished model, this in part due to all four wheels having large brake ducts. The front ducts were in the original "box of bits" but I had to vac form the rears. I won't waste space here explaining this process but for anyone interested then please read the separate issue that John produced about the 1:8 Ferrari 250GTO that is available on this site, as it gives a full description as to how the bodywork for that car was produced using this process



The exhaust tailpipes were fitted to the undertray which was then sprayed matt black. It was at this point that the whole project started to come together and when the gearbox was fitted in place it started to look like a car instead of a large pile of bits and pieces. The rear uprights, brakes, brake ducts and driveshafts were fitted, (not easy, three hands and a large portion of breath holding), and basically, apart from the fitting of the wing, that was the rear of the car complete.



Trial assembly of the front suspension and steering

Boys from the big stuff - Lotus 107 continued.....

Along side this work I started the long process of spray painting the body shell. Now if you look at a photo of this car you will see that the colour scheme is not the easiest to replicate. Basically it consist of a base yellow and green over which there are darker yellow and green stripes. Kevin supplied three of these colours as he had the correct paint codes, the one missing was the base pale yellow. As it happened I had an old Revell pot which was a perfect match to the Tamiya kit. So I'm in Halfords with my little pot lid trying to find a match from the bewildering range of colours when an assistant asked if I needed any help. A quick explanation was followed by a recommendation that I go to an Automotive paint supplier about one mile away which I did. Another explanation followed by a zap with a gun on my lid saw me on my way home ten minutes later with two aerosol cans! Impressed.

So the four colours went on allowing each to harden for a few days. There were little bits of over spray to remove, even though I must have used ten miles of masking tape and then when I was satisfied all this was followed by a top coat of lacquer. PP



Where do you stash the bits of a quarter scale model whilst you concentrate on another bit? On the back of door of course.



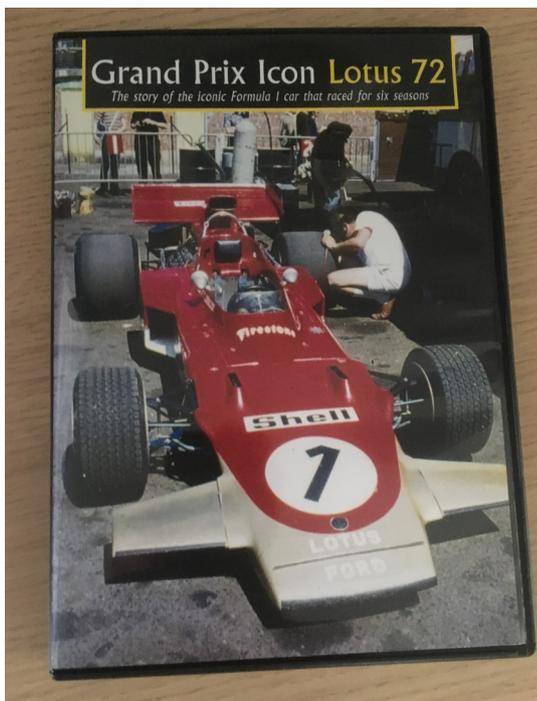
Set of tyre blanks for the 107, laminated MDF and turned to size on a wood lathe. Ready for Peter to cloud Oldham in dust as he sets about machining them to shape. At this stage they account for a total weight almost 7kg. Time to "add lightness"



Big models need a big base plate, the 107 accounts for a 1400mm x 700mm footprint. This solid beech base frame will help ensure it sits nicely. Can't imagine the size of the shelf it will end up on.

Happy birthday Lotus 72

Continuing the theme of celebrating the Lotus 72 which is 50 years old this year, I continue to build the Lotus 72D in Gold Leaf colours and also this time, I am pleased to feature Gary Critcher's recent DVD *Grand Prix Icon Lotus 72* released at the back end of last year but the sort of thing appropriate now that we are all staying at home and need some Lotus stimulation.



If you are enthusiastic about something, chances are you will want to know as much as you can about the object of your enthusiasm and often, depending on how the object strokes your interest, enthusiasm can turn to obsession. Such as it is with all things Lotus, already sited by many as an incurable disease and just when you think you know enough, along comes another torrent of snippets and anecdotes to steal more of your obsession. Like a habit that becomes impossible to break, there are no patches to stick on you skin to wean you away from Lotus. Once hooked you have little option than to ride with it and wallow in the knowledge that you are not alone.

Photographer and Broadcaster Gary Critcher, perfectly aware of what he was doing, threw out his hook and snared us into yet another morass of 'must see' nostalgia with his recent DVD release *Lotus 72 Grand Prix Icon*.

You already have the DVD '*If you are not winning you are not trying*,' your bookshelf is groaning under the weight of Lotus 72 books. To name just three, Michael Oliver's defacto historic reference piece *Lotus 72 Formula One Icon*,

Ian Wagstaffe's *Lotus 72 Workshop Manual* and Pete Lyons's *Lotus 72* which to all sense and purposes is really the adventures of the Lotus 72. Having amassed this much knowledge and more, Gary's four hours plus of Lotus 72 info has to join them.

Produced by Gary Critcher and presented by Michael Oliver the DVD covers two discs, the first disc is the main feature. Now, if it is action adventure you want, this four hour plus, two-disc set isn't for you. Instead it complements the written works and like most follow on material about a well covered subject, it confirms and expands in some detail through a collection of absorbing interviews. Some of it is quite technical in nature but if you have like many, spent some time amongst the cars at Classic Team Lotus, pouring over semi dismantled or, semi-assembled Lotus 72s or like us, you may have built scale models of the Lotus 72, you will be at least partly familiar with what is being explained.

One thing I found most interesting, especially on the first disc, is the obvious split between management and shop floor. The late Peter Warr interviewed by Michael Oliver is quite obviously the boss, his responses to similar elements discussed by the mechanics are more expansive whilst the mechanics, and the late John Miles have an almost guarded response – almost as if, *sshhh!! The boss might be listening to what I am telling you*. The disc includes a long discussion about Rindt's Monza accident with Warr in particular, giving lots of frank comment about what happened. John Miles is very cautious and a little defensive about the subject, whilst remaining an obvious 'company' man throughout. The interviews with the mechanics put often different emphasis on many of the tales we have heard and read about before.

Emerson Fittipaldi enthuses about his time with the 72, he is in no doubt that it was the best race car he has ever driven. From winning his first Grand Prix at Watkins Glen in 1970 and putting the life back in to Team Lotus after Monza, to his championship year in 1972 and his departure from Team Lotus in 1973.....



Happy birthday Lotus 72 continued

.....Emerson keeps a smile on his face throughout. On the second disc, Gary has put together a clever homage to the 1972 British Grand Prix with archive footage and commentary of the period along with some still photography. That race sticks with me because I watched the whole race live on Italian TV from a hotel near Venice airport during a 14 hour delay for one of Court Lines fancy coloured BAC 111 jets after a two week holiday in Lido di Jesolo. I also read a huge chunk of *The History of Lotus 1961-1970* at the same time.

The two discs run for a total of 4 hours and 18 minutes with the main documentary occupying an hour and 55 minutes of that. The rest, billed as extras which didn't make the main documentary are equally enthralling. Whilst the Lotus 72 is the main subject, the ephemera that surrounds it can't be ignored. The mechanics tales of covering Europe by transporters with no brakes or describing the harrowing accidents on the way to GPs in that period form just as important part of the story as the car itself, as does the at times, moving interview with Ronnie Peterson's best friend Dave Brodie.

This isn't a casual observer type sit back and relax film, far from it. It is a sit up and listen story for Aficionados. It needs at times, some concentration just to glean the technical descriptions that John Miles gives then later confirmed by Beaky Sims and his colleagues. It is a film for Lotus enthusiasts and whilst there is not much footage of the car or cars in their current form, there is some great in car coverage of the Historic Monaco meeting.

If I have to find a criticism, it is only that at the odd times the sound levels needed adjusting from the various interviews. Other than that, I found it compulsive watching and worth the £19.99 asking price plus postage.

Copies are available from www.lotus72dvd.com

I'm determined to have a red, white and gold Lotus72 in the stable during this 50th Anniversary Year and have been making some progress. Having chosen the 1971 Lotus 72D, the inevitability of having to scratch build some of the bits is having an effect on the time it is taking. By far the biggest bit is the rear oil tank and oil cooler assembly which I am making mainly in brass. It looks a bit drastic but clamping the thing together so I can solder the seam was a bit of a trial, hanging it on the back of the 72 will be more so. The rest of the build is coming along now that I have managed to get my hands on a 1:12 set of Model Factory Hiro race harness components. I am making progress on the 72 but due to the large amount of stuff to fit into this issue, my 72 will have to wait., as will a progress report on my 1:8 Lotus MK1. JT



Ebbro Lotus 91

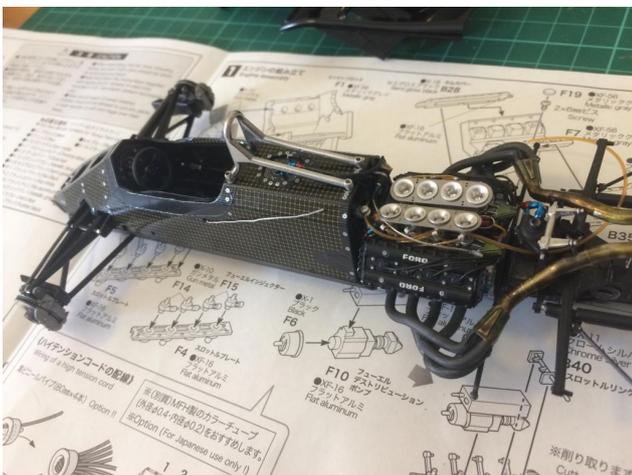
Like most us in these days of semi-solitary confinement, Simon Parsons has adopted the familiar huddled posture as he painstakingly details his EBBRO Lotus 91. Knowing that we know what lurks under the body section of the completed car, Simon leaves nothing to chance so that if we do ever peek under the covers, we will be amazed at what we see.



His carbon fibre detailing is one of his specialities, this isn't the first of his models we have seen given the Chapman Tartan treatment, remember his Lotus 88B?

Engine, suspension and exhausts are all enhanced and make the 1:20 scale look much larger. To be frank, this scale is becoming difficult for me and I have difficulty emulating anything near this level of detail even in 1:12 let alone tackling it in 1:43 like many other talented modellers, especially Simon, do.

The complete model will be something special to see.



Converted Lotus 78

Claudio Giannone is like the rest of us, busy working from home during our incarcerations. Smart working of course but also smart modelling. He continues his quest for every Lotus variant in 1:43 and with the help of his good friend Paolo Giardino, now has the second of the Aurora Lotus 78s from the Colin Bennet racing team, this one driven by Norman Dickson.



Not only that but he also has the Hector Rebaque's Lotus 78 from Brazil which was sponsored by Domeq for the 1978 Brazilian Grand Prix. The Domeq livery is very striking, something Claudio agrees with but as he commented, the 78 would look good if it were yellow with pink spots.



Rebaque also ran a Lotus 79 in the same brown livery the following year. I think Claudio must have every variant of Lotus 78 but don't be surprised if yet another doesn't appear in future issues of Kit Lotus.



Appeal for information—MERCATOR Models

I briefly featured MERCATOR wooden models back in Kit Lotus Volume 3 Issue 1. Since then, I am none the wiser of any further information about the models other than they were not connected to the MERCATOR MODELS (now defunct) who produced waterline ship replicas. The intrigue and quest for more information is still there and so I am repeating the request partly because Kit Lotus enjoys many more readers since then, and, partly because there are other enthusiasts also keen to find out more.

In Kit Lotus Volume 4 Issue 4, I covered a wider article about Raymond Daffure, creator of the amazing RD MARMANDE range of wooden models in 1:43 scale, many of which were Lotus subjects. Whilst Daffure created his artistry in the French town of Marmande, little is known of the origins of MERCATOR models. MERCATOR must have been around during the same period when diecast models as we know them were scarce and not always affordable to everyone. Because of the similarities in the same medium, wood and metal, with things like wheels coming from toy cars of the day and ranges such as SOLIDO, MERCATOR has been linked to RD MARMANDE with suggestions they are from the same



MERCATOR MK111, that's two MK111's in one issue!!

hand. However, it is suggested that MERCATOR may be either Belgian or Spanish.

One of the most prolific collectors of RD MARMANDE is Philippe Péclard from Switzerland who, in his collecting has come across a few MERCATOR Lotus models. Both Philippe and I are keen for Kit Lotus readers and Lotus model collectors to help us with any information they either know or have about this fascinating model range. Did MERCATOR collaborate with RD MARMANDE?



Above, RD MARMANDE, below MERCATOR compare the two. Very similar but if anything the MARMANDE Models appear a little more 'refined'



Please let me know if you have any knowledge of the MERCATOR range.

Bits and pieces

Take a look at this picture. Yes you are right it is LEGO, a LEGO Lotus Elite S1 and James Bond Wet Nellie version. I downloaded this set of instructions after parting with £6.99. The instructions come with a parts list and contact details where to buy them .

I haven't yet got to grips with the HTML parts file but if I do get round to building it I will let you know. Actually this one is most likely destined for my grandson.



I saw this listed on eBay, a neat styrene pagoda for the diorama and slot car fans. It is laser cut in 1:32 scale and for around £11 is supplied in kit form by an eBay shop going under the name of **Toysweoncehad**.

I checked out the shop and there are many other kits of motorsport related buildings including retro pits, Goodwood style grandstands, entry turnstiles and many more. Aimed firmly at the slot car audience but still suitable for diorama work.



READER SALES

By now the name Claudio Favaretto should be coming familiar. Claudio is the name behind Fenix Racing and his range of High-Tec 1:10 radio controlled cars, the Lotus 49 and the Lotus 78 in particular. Claudio is busy preparing his next RC Lotus, this time the Lotus 88. In the meantime, he has decided to offload some of his 1:20 collection partly to fund his Lotus 88 project. At this stage he prefers to sell as a collection for around 1 250 Euros. Here is the list.

Club M Lotus 81

Club M Lotus 88 (with 88B)

Studio 27 Lotus 79 full detail kit

Studio 27 Lotus 87 Essex 1981

Rare "Garage" kit Lotus 80 complete with a Williams FW07 donor car.

He also has some other rarities including an original Tamiya 1:20 Pit Crew . Later the part code changed so the value here is having it in the original box. Lastly a first release Tyrrell Tamiya P34.

If you are interested let me know at mail@kitlotus.com and I will pass on the introduction.

I haven't included pictures because you will be familiar with most of the models, however, I can send them on request.

Note: I am always more than happy to put collectors together to 'do the deal' between each other. Kit Lotus is not commercial and has no intention of becoming a model seller. Also I will only release contact details with the vendor's expressed permission.

More Bits and pieces

German company, AutoCult has released this very nice 1:43 Esprit St Tropez under their Avenue 43 range. Renowned for the more obscure subject, this Spyder Esprit fits neatly into that bracket. Due to hit the retailers in May, I would expect to pay around £90 judging by other models in the Avenue 43 range.

The St Tropez had a limited life span, the brainchild of Paul Bailey and his young company PBB Design based in Bristol. This blue version actually representing the second was produced for a 1990 release and based on a 1983 Turbo Esprit S3. The first 'road customer car' was a yellow Series 2 version and was fitted with a Rover V8 engine. The owner Mark Irwin took over the moulds, drawings and rights for the St Tropez and completed several more under the Esprit Developments banner.



Photograph courtesy of AutoCultGMBH

Our friends over at Spark have two more Lotus Elites on their future release list, the first is the famous DAD 10 red Elite driven by Les Leston, This one depicts the 1961 Goodwood Version from the Fordwater Trophy.



No price as yet but expect around the £55/£60 mark. Some retailers are taking pre-orders.

The second Lotus Elite is the Team Elite 1962 Le Mans version driven by C Hunt and J Whyllie to 11th overall and 3rd in Class.

Spark can be relied upon to bring us those tiny details which differentiate between two models even if the colour schemes are different.



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