



# KIT LOTUS

Volume 17 issue 1 March 2023



**1:18 Scale 1978 John Player Team Lotus transporter tractor and trailer**

In this edition of Kit Lotus:

- Editorial
- Pocher Lotus 72D
- 1:18 JPS Transporter
- Jim Marsden Collection
- Scalextric 2023 Lotus
- Tecnomodel Lotus 43
- Patters Slate
- Atlantic Case
- Lotus models for sale
- Lotus model news



**Pocher Lotus 72D 1:8 scale**

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

Sorry I am late folks, but I had a reasonable model builder's excuse. I had intended to write up my experiences with the POCHEP Lotus 72D in two parts but as February passed on, I found myself closer to finishing the model than I had planned so I decided to hang back and do it one session., but it does mean a couple of extra pages. Back to that later .....

Volume 17 has arrived which means this month Kit Lotus celebrates it's 15th birthday—where did that all go? Can't believe I was a mere 55 years old when I started it. There was no Volume 13 of course, but here we are fifteen years later and with hopefully more stuff about scale model Lotus to keep you interested. Peter, Simon and I were corresponding about it at the turn of the year and apart from the models, it has been about all the Lotus stuff, like getting into places usually out of bounds to us mere mortals, or the really nice people we have met. Then there is the Lotus spin offs, such as the get togethers, whisky distilleries, pubs with no beer, hotels with no food and nights in A&E, one in pain and the other looking like John Cleese—wouldn't have missed all this for the world. Who knows what is in store next??

The Pocher Lotus 72D is of course a big talking point at the moment and is probably the most significant scale model Lotus kit to emerge for some time. It is a beautiful model which I enjoyed building and hopefully my musings you will find helpful and informative. Quite a few modelers have or are setting about modifying their models to include some even more super detailing but I chose to build mine as intended and now having built it, I just can't keep looking at it. There is still some major upheaval within the display cabinet required to find it a home which means some models will have to be retired and it may mean another trip to my friendly glass merchant. It is a fact that there were some 'issues' to put it mildly, with the instructions that came with the model but POCHEP immediately help their hands up and quickly rectified the matter with a new set of downloadable instruction on their website. Just think of it as a new car with a dealer recall and you won't stress over it.

I put Nandish Bansi's Team Lotus Transporter /Trailer finished picture on the cover page because I think is a wonderful example of modern scratch building using the latest technologies available to us and more to the point, those with the vision to use it. Brilliant, more pictures later. Readers models are an essential part of Kit Lotus and it is always a pleasure to include pictures and details of your experience with collecting or building a model. There are lots of very skilled model makers out there and when I come across something interesting I always make a point of trying to contact the modeler/collector, usually through the social media channels which is where the very neat Lotus 18/21 came from featured later. Often though, I get no response which is shame so if you have something you want to share, just get in touch and it doesn't have to be a museum quality piece. I set out from the first issue that Kit Lotus was intended to bring modelers/collectors together from whatever level of collecting or modelling skills and that is still the case. You can of course post on the Kit Lotus facebook group which I would like to encourage.

Speaking of facebook, Bruce Gross, also a Kit Lotus reader, published his pictures form a recent visit to the Barber Museum in Alabama of their Lotus model collection on the Lotus Model Collectors FB page. I asked Bruce's permission to use the pictures as they are of the late Jim Marsden's collection. I wasn't sure how I would ever get such images without another trip to that part of the USA and so these were a gift that allows me to showcase the pictures in what is a lasting tribute to someone who touched the lives of many Lotus modelers the world over. A big thank you to Bruce.

I always like to bring you variety, and this issue is no exception. Alongside our bread and butter scale models, and from the person who has brought you surf boards and oil drum seats, we have Lancashire Slate alongside pedal cars, showcases and radio control. Platters Slate in Lancashire turn out some nifty slate products which recently included a special commission for Lotus based wall panels, see what you think.....



***Kit Lotus, still the essential read for Lotus scale model enthusiasts [www.kitlotus.org](http://www.kitlotus.org)***

## Kit Lotus editorial continued.....

FENIX RACING has released another Lotus bodyshell in collaboration with Classic Team Lotus, this time the 97T, more later and if you prefer your model Lotus to have power, you might want to look at the EVIJA Super-car with pedal power ( mostly for grandchildren). Carel van Kuijk has shared two more of his quality builds with us and I have also featured ATLANTIC CASE showcases, just in case you need some more display space for your pride and joy.

We mentioned sharing and, if you never ask you never get, plus it seems modelers in general are the most generous of people when it comes to passing on their thoughts and tips. You will have read many times in Kit Lotus some of the 'adventures' many of our highly skilled modelling friends have encountered with some of the highly detailed multi-media kits from Japan and how they have overcome some of the foibles with these kits so that we all come to know and love them. Various model groups are available to follow on Facebook where many tips and ideas are shared. Inevitably, there is a FB page for Model Factory Hiro Kits (MFH) which is where I spotted an article, called a 'Primer' about building MFH kits from a modeler named Chris Bowie. I read it and thought wow! And wondered if Kit Lotus people had seen this excellent piece of advice about tackling MFH builds?

I messaged Chris who says that the purpose of the article is to give the reader an overview of the various techniques he uses to build MFH model car kits , and yes, he would be delighted to share this with you and allow me to include the article as a download from **the ARCHIVE page at [www.kitlotus.org](http://www.kitlotus.org)** He mentions that new members to the FB group especially often ask questions about getting started with MFH kits so Chris thought it useful to provide this overview. Chris is a kit builder of 50 years experience initially with ships, then cars, then aircraft and back to cars for the past ten years. He finds car models most challenging, particularly the internal detail work on the engines and interiors and the painting to achieve a shiny gloss finish. He started on 1:24 scale, then did some 1:8 Pocher and Monogram kits but settled on 1:12. Big enough so he can see the detail with ageing eyes but not so big to overwhelm the shelf space. He did a number of Tamiya and Revell kits and then learned about MFH. After his first MFH he was spoiled because of the level of detail far beyond mainstream manufacturers plus they feature a number of unique and historically significant cars. The kits are expensive but he goes on to say that on a dollar per hour basis, they are probably cost effective. Have a look at that very good article.

Getting confused isn't difficult when attaining a certain age, especially when it comes to the burgeoning 1:18 collector scale models being launched thick and fast by specialist resincast makers. It isn't that long since you were looking at pictures from Grand Prix Replicas of their Lotus 43 in 1:18 scale and now just a few short weeks later, our friends at TECNOMODEL have announced their version of the same car but with more options. Then, we have REPLICARZ announcing their Lotus 38 in 1:18 and coming not that far behind the TECNOMODEL version of the same car—more options on theirs as per the Lotus 43. Not content with the 1:18 scale, REPLICARZ has announced a 1:12 scale version of the Lotus 38, now that will be quite something and we can hardly wait for pre-order. As for the 1:18 scale, I just can't keep up, will it surpass 1:43 as the best seller now that the grey pound/dollar is ageing and the small stuff is hard to see without decent glasses or a magnifier?

Over a year ago now, I had a small hardbound print run of the first two volumes of Kit Lotus, one or two people asked about getting hold of them so I have had another batch printed. As you would expect, the inevitable happens and costs went much higher, so I have one or two left which are available for £20 each for Volumes 1 and 2 plus postage. Let me know if you are interested and mail me [kitlotusmail@virginmedia.com](mailto:kitlotusmail@virginmedia.com)

That's about all for this time, I hope to see some of you round and about at Lotus events this year so until then, my very best wishes.

JT



## Pocher Lotus 72D 1:8 Scale

It was a couple of days before Christmas when a parcel the size of a small coffee table was dropped off by a courier at Kit Lotus HQ, heralding the arrival of the long anticipated POCHER (pronounced poccer – as in soccer) 1:8 Lotus 72D. Just 15 days short of two years separated the date I placed my original order to this momentous pre-Christmas event but, like most models these days, the pre-order call to arms can skip at least one birthday before the CGI morphs into reality, in my case, two birthdays and one Christmas. At 1:8 scale, this is a big expensive kit and so the almost two year wait came as a bonus giving plenty of time to plan for a wallet extraction the north end of £600. The other bonus of course for we early birds was a protection from price creep which saw the release price sitting around £780 ( I'll come back to that later). My finger had been poised for pre-order ever since I had wind of the project back in early 2020. Knowing that POCHER would be working closely with CLASSIC TEAM LOTUS only made the anticipation greater because the reputation for accuracy and detail is unsurpassed and especially knowing the model would be of a specific chassis from a specific race.

***This model from POCHER represents the most significant model Lotus, in any scale for some time.***



That race was the 1972 British Grand Prix at Brands Hatch where Emerson Fittipaldi emerged victorious following an epic duel with Jacky Ickx and Jackie Stewart. I remember the race well as it is the only time I haven't begrudged an airport delay. On holiday in Italy at the time, there were long delays at Venice's Marco Polo Airport so I spent the afternoon in a hotel lounge watching the race live on Italian TV, no idea what was said but I got the gist of the pictures.

Back to the coffee table sized parcel, and having no time pressure, my only pre-Christmas plan was to open the parcel and check that everything looks ok. It has to be said that Hornby Hobbies are well versed in dealing with what is a premium product having owned the POCHER brand for a while now and opening the carton gave a level of confidence to me the consumer that very careful consideration has been given to how the kit is initially presented .

The kit is essentially a die cast but with many plastic parts all of which are either presented on standard looking injection moulded sprues, or, where there is some pre-finish need, they are presented in individual plastic self- seal bags. The cast parts

are mostly set in two polystyrene trays that take up the whole dimensions of the box interior and each component, some further wrapped in tissue, inhabit specific cut outs, each one labelled with the appropriate part number. This in turn is further covered with a clear plastic shield for extra protection. The superbly pre-finished body parts are equally presented in their relevant slots and each with an individual polythene extra film. It all looks very professional and ensures the kit arrives in pristine condition. I did however find the odd flaw in this which I will discuss later.....



## Pocher Lotus 72D 1:8 scale continued.....



Assembly of the model is effected using a myriad of miniature cross head screws, the odd nut and I don't mean the model builder here although the epithet probably fits, and adhesive. All of the screws are segregated into self-seal bags and marked with that particular screw type. I have heard of at least one modeller replacing all of the cross head screws with cap head replacements so that the finished model looks "looks less toy like" although getting hold of a set of appropriately sized cap heads this small would be no mean feat. My advice to anyone is: Make sure you have the appropriate miniature cross head screwdrivers, both magnetic and non-magnetic will help, and get yourself a couple of M1.5 Taps. A bottom tap and a taper tap will suffice. Also, the adhesive. I would recommend a good quality superglue such as ROCKET MAX with a set of fine applicator tubes.



There is the need to cement the windshield on to the upper cockpit surround and so here again, a good quality cement for clear plastic would be a good idea although I use clear acrylic paint. Now you are all set for assembly, but first, have a good read, or several good reads of the instruction manual.

Next we come to the components themselves. It is quite clear that every component has been engineered to a high standard and with an amazing degree of accuracy. Having had the privilege, and the pleasure of seeing many of the 72s first hand and in varying states of assembly during visits to Potash Lane, the level of detail and that level of attention to detail which is applied by the Pocher model makers is nothing short of amazing. Having said that, It will emerge that many modellers will decide their own interpretation and start altering stuff, which to my mind isn't necessary, the finished model will look stunning

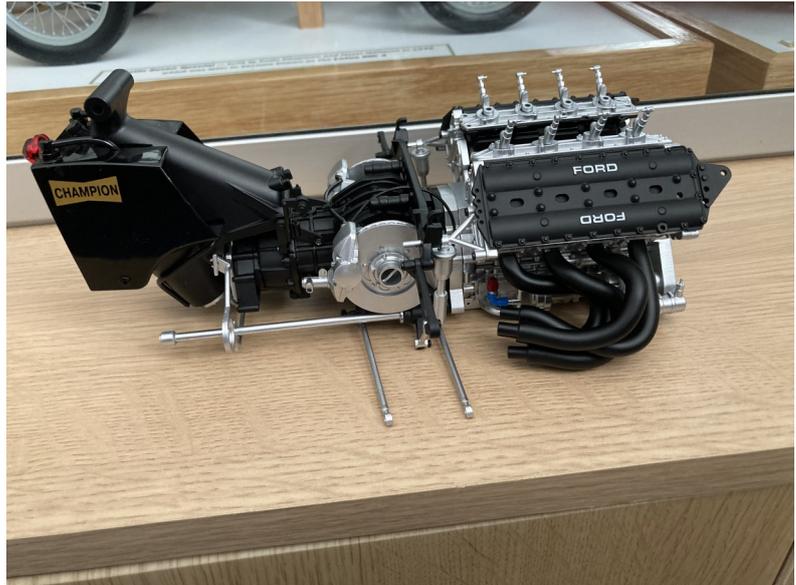
in the guise it was meant to be. Whilst you can neither argue with or condemn personal choice, mine will be 'as intended' with only the tiniest alteration. For example, their doesn't appear to much in the way of cabling behind the dash panel and I spotted one component I am not happy with which is the large diameter braided hose. The items provided in the kit are flat and so some MODELLERS versions will replace those.

Having built a couple of Pochers before, two cars beginning with the "F" word, It is fair to say that the expectation of a good finish on the body components would be inevitable. The 72 does not disappoint on this score, having pre-finished JPS detailing is just amazing, and although not the man in period, it is almost as if Paul Banham has personally sign-written every part just as he does at the CTL workshops today.....

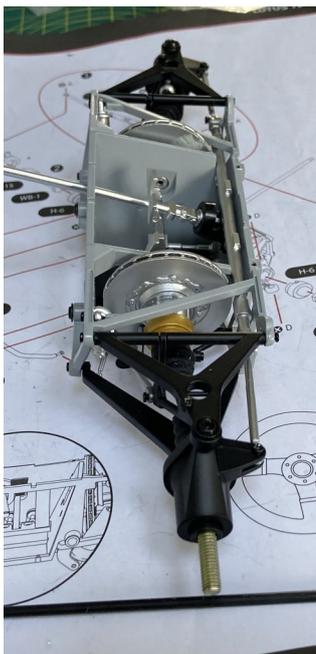


## Pocher Lotus 72D 1:8 scale continued.....

Another thing that is striking are the plastic parts, any that need a finish has been pre-finished correctly and the model contains none of the heavy chromed plastic bits that are normally found with injection moulded kits. At first, I was a little disappointed that the inlet trumpets aren't machined from aluminium but, the plastic parts supplied do look like aluminium rather than the highly polished items we modellers are prone to change at the first opportunity. Everything just looks natural as it should be. All of the components are impressive, take the front suspension subframe for example, an intricate piece of casting but very sturdy providing plenty of support for those suspension, braking and steering parts. The tub and the side body parts all give reassuring solidity to this substantial piece of engineering. When assembled, the engine, transmission, rear suspension and oil tank together weighs 890 grammes (just over 15 and a quarter ounces in old money) so it is going to finish an impressive heavy weight. When it is finished, it will sit on a set of tyres that also have had the POCHER excellence as part of their ingredients. The Firestone legend on the side of the tyre depicted in correct relief and the wear grooves over the surface of the slicks shows that even the last detail hasn't been overlooked. Just before starting to build, it is worth reflecting that, although there appears to be a hefty price for this model, every detail, even the quality of the box and artwork suggest that that price tag is extremely good value, even if it does mean a rethink as to how much space this behemoth will occupy in your display cabinet and which models will have to have the heave ho, to accommodate it. But we aren't there yet, because there was an Achilles heel to start with.



***Reassuringly weighty, the back end weighs in at 0.89 kg and that is without the rear wing assembly.***



With model kits of cars that were powered by the Cosworth Ford DFV engine, and because the engine is very much a key area, assembly often starts with the DFV block, this POCHER 72 is no exception, so turning to Page 4 of the manual and a fairly simple assembly of the bottom end of the block with auxiliary pumps attached sets the scene of the build. I quickly discovered on this section that the screws indicated in the instructions were too long. A bit of a bind this early in the proceedings but where the screw was hidden, washers could be used or very short bits of tube set behind the screw head would resolve the need to shorten them. Next, on to the sides of the block and fixing the exhaust manifold. Now here, I take you back to my comment on the super packing and how key parts are laid out in a polystyrene tray in labelled individual slots and tray spaces so that there is no possibility of getting things wrong, or so I thought. Anyone familiar with model DFV exhausts know that it can be tricky getting the layout correct especially at this stage because it will determine the final route of the exhaust. Get it wrong and the exhaust pipe will point anywhere than where it is supposed to point. My tip with all of these components is to leave them in the tray until their number is called. This I did, selecting every exhaust, by number, in turn with the instructions. But there is something wrong, try as I might, the exhausts just would not sit in any position favourable to the exhaust pipe being where it ought to be and this despite .....

## Pocher Lotus 72D 1:8 scale continued.....

.....the parts having the numbers 1 to 8 cast into them. Oddly enough, using the numbered sequence meant these 'cast in' numbers were visible on the top of the castings which I thought was a little strange. It became obvious that I had assembled the parts on the wrong side of the block and concluded that they had been placed wrongly in the tray or I had mixed them somehow. Not to worry, all the right way round and right way up now, screws still too long though but I used this to advantage and felt that leaving them slightly loose would allow us some wiggle room when the time came to fit the exhaust pipes. It helped in getting the exhaust tight and turned out a good fit and I didn't even have to bother using any adhesive. This page 5 of the manual was also incorrect with part numbers on the page differing from the part numbers cast into the sprue. Incorrect screw sizes were advised on the next page, incorrect part numbers displayed on the following page regarding the fuel injectors. Having some knowledge of how things go together on other models of the DFV helped identify that the parts had been shown correctly but numbered wrongly and if followed would have given some heartache later when it was found some of the injectors were pointing the wrong way. The pattern of errors within the instruction manual have been a bit of a challenge to early proponents of assembling the 72 and whilst not insurmountable, can only be described as frustrating, especially as Pocher pride themselves that their kits can be built with minimal modelling skills. Lets face it, we Lotus modellers are no strangers to minimal instructions as many an article about expensive white metal/resin kits will bear testament, but not once has any other maker to my knowledge had the good grace to issue revised instructions, until now that is.

There has been quite a lot of flak, even the master modeller depicted on the HORNBY TV programme test building the 72 was having issues with the assembly instructions. But, to their absolute credit, Pocher has held up it's corporate hand, put the instruction manual right and issued it as a download in four parts from their website ( *Ed note- See separate statement from Pocher. I couldn't see any copyright wording on the revised instructions so I have taken the liberty of uploading them to the Kit Lotus website, hoping that HORNBY HOBBIES don't have an issue with that. See the ARCHIVE page* ). Pocher issued the following statement by email:

**Dear Customer**

**We are writing to inform you that we are aware of some issues with the instructions provided for the new Pocher HK114 Kit, which falls short of the high-quality standards that we and our customers expect from a Pocher model.**

**Firstly, we would like to apologise for any inconvenience this may have caused. We have created a new set of instructions to ensure a seamless and enjoyable experience in building this exceptional model. You will find that the instructions are now presented in four parts and are available to download using the link below.**

**<https://uk.pocher.com/products/lotus-72D-1972-british-gp-emerson-fittipaldi-hk114>**

**Should you encounter any issues, please do not hesitate to contact our dedicated QC and technical team, who are on standby to provide you with the necessary assistance.**

**Many thanks,**

**The Pocher Team**

Having the revised sets of instructions has made life a whole lot easier and the 72 started coming together nicely and if I were to build another, assembly time would be shortened by a considerable margin having dealt with most of the 'Pfaff' this time around.

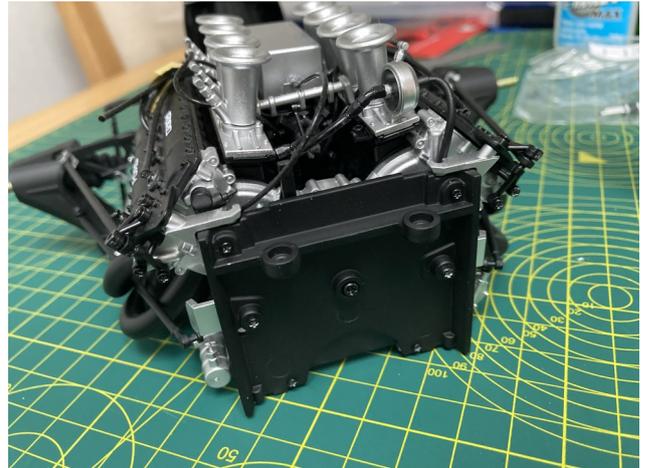
## Pocher Lotus 72D 1:8 scale continued.....

Dry fit, dry fit, dry fit, is the mantra that everyone should follow and with this model, on every assembly or sub-assembly, just running a sharp blade around hole edges to take the edge off any surplus paint, helps. Running the M1.5 tap down the holes does too even though the screws are 1.4, getting hold of inexpensive M1.4 taps is a bit tricky but extremely beneficial in that it reduces the temptation to overtighten something.

Have a careful look at the instructions that follow on, where a component is specified on one page and you deal with the screw holes, you might miss a detail which shows as requiring a screw on a later page. Checking and clearing the holes as early as possible will make assembly much easier. But even that left the odd 'interesting' point. The engine to transmission fixing requires one of the bigger screws, fixed from the engine side in to the location at the front of the transmission. I say interesting because the hole is the full length of the block away from the point of access. Even with a tiny magnetic screwdriver, the screw was more than a match with the power of the magnet and kept falling inside the block assembly. In the end I glued the screw to the screwdriver to ensure it located into the fixing hole. The pressure of tightening the screw broke the glue seal allowing the screwdriver to be extracted, happy days.

Another 'interesting' point in the proceedings was assembling the pedal box with the three springs which sit under the pedal pivots creating working pedals. A: you need the dexterity at least that of a table magician and B: what was the point of that when the assembly will be covered, never to be seen again?

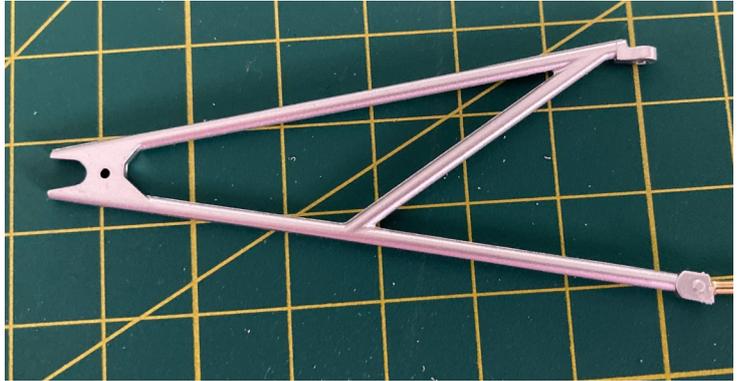
Having reached the point in my assembly, Page 32, it was time to marry the engine and transmission to the tub. Fairly straightforward but only two screws and two glued pipes at this stage worried me a bit, even Colin



Chapman many have baulked at having just two upper screws put in place to secure the engine. It is legendary that only four small bolts join a real DFV to the tub but these two on the model leave it with a dangerous pivot point and with still some manual handling required for further assembly, equates to potential disaster. It must weigh over a couple of pounds by now and I couldn't understand at this point why the next instruction isn't to affix the bottom plate which, with its six screws would strengthen the assembly no end. I decided to review the rest of the instruction manual and concluded that it would be prudent to bring forward that page (42) and get the model firmly fixed to a working board as there is still plenty of manipulation needed before it is finished. The only other part requiring screwing into position from beneath the tub was the rollover bar and as it was really just the next stage but 1, I guessed it would be a good idea to fix that part and get the base fixed and on to the working board for the rest of the assembly.

## Pocher Lotus 72D 1:8 scale continued.....

The rest of the parts all went together nicely until I got to front fire extinguisher frame and the adjustable wing stays. First the fire extinguisher frame: the two side pieces (parts DC51 and DC52) are fixed with a screw at the top and the instructions, both the original and the revised version, call for the bottom fixing to be glued in place. However, there is evidence provided by the holes which line up both the frame bottom mount and the front suspension subframe, that the initial intention was a screwed fixing until someone realised it would be impossible to fasten any screw used in this bit once the previous build sequence had arrived at this point, hence the glue. I wasn't keen on straight metal to metal glued joint so I used some brass rod and created a peg that fixes in the hole and therefore strengthens the glued joint. Secondly, the rear wing dampers: A clever idea which means the finished wing can be adjusted but I got into trouble by not following the rules of dry assembly correctly. I thought it would be simple to screw the adjustable strut straight into the clevis which attaches below the rear wing. Wrong! Of course when it comes to holes, size doesn't fit size, at least one half of the clevis and the fixing hole in the adjustable damper should be clearance. It broke!! Necessitating firstly a repair and secondly, a longer dose of looking act to prevent the problem happening again. Having made the outer lug of the clevis a clearance hole and checked that the adjustable damper didn't clash with the clevis, everything dropped into place.



The cockpit surround and the clear bits on top of them always scare me, even on vac forms, any hint of glue on the clear section spoils the model. But, I have taken to using a little Tamiya Clear brush-on Acrylic on each component, when the paint dries you cannot see it and the parts are stuck together with the paint. Virtually the last job is the tyres. Heat them up in hot water and then press them over the wheels. But you still need a bit of pressure to get them on. The tyres are a work of art with the correct raised lettering on both sides, if anything, I would prefer the surfaces to be a little more

mat so perhaps a gentle rub down with some 1000 grit or higher paper later?.....



## Pocher Lotus 72D 1:8 scale continued.....

Niggles? Apart from the instructions which POCHER held up their hands to very early and rectified with a revised set, there are a couple. I don't like the tubing TU1 and TU2, not sure, but I suspect they are silicone based and won't shape to the same images in the instructions and are 'buggers' to stick and remain stuck. The spark plug leads may have been better with wire into a fitting and threaded through a hole in the cam cover. This is something I normally change with Tamiya kits and with hindsight, something I ought to have considered first. Having to shorten screws was a bit of a bind too, but again, only a nit-pick. I would have preferred the nose cone to have been designed for removal as the detail below it and unseen is justification.

Big Positives? The sheer elegance of the kit and the super detail applied to the components. Thank you POCHER as well for giving us a surplus of screws, always useful for scratch building projects. HK114 certainly is the most significant Lotus kit in a long time and I am very pleased to have the difficult decision of how the heck is this going to fit in the display cabinet?? To sum up?

***“Refreshingly Complicated but not too much”***

.....and in a good way. Thanks Pocher for bringing the Lotus 72D to life in this big scale



To add some context to the sheer size of the POCHER LOTUS 72D, here it is against a 1:43 scale model. OK so it isn't a 72, I just didn't have one to hand!

## 1:18 Scratch built hi-tec JPS Transporter trailer— Nandish Bansi

As promised from Volume 16 issue 5, we have the finished pictures of the 1:18 JPS Transporter Trailer married to its ROAD KINGS/KKK Volvo F89 Tractor Unit. It makes for a stunning piece of one off inspirational Lotus scale modelling using hi-tec knowledge involving CAD and CNC laser cutting in aluminium sheet. The build included a working rear load ramp hoist and door, enabling use of the two tiers within the trailer. Add to the mix a pair of MCG 1:18 scale Lotus 79s for Andretti and Peterson and a set of True Scale Miniatures Team Lotus pit crew and you have the makings of some pretty neat paddock dioramas. To finish off the trailer unit, a neat set of aluminium steps for accessing the side door adds more realism to a brilliant project.

The project took just about a year to complete once Nandish



got hold of his 1:18 ROAD KINGS F88 Volvo tractor unit modifying it to the F89 and planning the scratch build for the trailer. The time included getting hold of the two 79s and the TSM pit crew which are becoming quite rare themselves.



Displaying the bigger scale stuff isn't easy and this humungous model needs a 100 centimetres of shelf space with the doors closed. It wouldn't be the same without showing off the rear loading ramp which means that shelf has to extend to over 125 centimetres making this combo the biggest model in Nandish's collection. I will let the pictures explain themselves and remind you that there are a couple of interesting videos of how Nandish progressed the build on the **Kit Lotus Volume 16** page of the website.



Pictures—Nandish Bansi



## Jim Marsden Collection at the Barber Vintage Motorsport Museum

Kit Lotus reader Bruce Gross has very kindly allowed me to use his photographs from his recent visit to the Barber Vintage Motorsport Museum in Birmingham, Alabama. A place very close to my heart having had a wonderful experience a few years ago with private use of their Lotus MK 1 replica which enabled me to photograph and measure the car in preparation for my 1:8 MK 1 scratch build project ( KL Volume 14 Issue 4).

Bruce pictures the museum's recent new display of the late Jim Marsden's Lotus model car collection. It was always a standing joke between him and me when I announced any planned trip to visit Classic Team Lotus, he would ask me to ask Clive Chapman if he would like to purchase Jim's collection.



**Jim's collection stretches an estimated 100 Feet in total**

houses a mass of Lotus books, pictures pamphlets and articles. No doubt the ephemera attached to Jim's collection has found a place in there.



After Jim died, I corresponded with his family and they told me then that they were in negotiation with the Barber Museum to purchase the collection. I know that the Lotus curator went to Boulder to view the collection and that a deal was done and that the collection would occupy at least 100 feet of display space, such was the significance of Jim's collection and his acknowledged position as one of the world's foremost Lotus model collectors.

The museum must have regarded Jim's collection as very significant to give it such a vast amount of display space and to present it in such a way. When I first heard that the collection was heading to the Barber, I thought maybe it would end up in the archive room which

The Barber Museum, which boasts the world's largest collection of motorcycles, has always also had, reputedly, the world's single biggest Lotus car collection. It really is an amazing place and should be on any Lotus enthusiast's itinerary for any trip to the USA and of course if you happen to live on that particular land mass. Just to put another thought into your travel mindset, the museum isn't that far from the Talladega Raceway which boasts a hall of fame and needs a visit, just back along the interstate heading toward Atlanta.....

## Jim Marsden collection continued.....

Anyway, back to Jim's collection, the photographs could never do it full justice but they give us a flavour of how important the collection is and how wide Jim's eclectic tastes were. The pedal cars for example \*\*, although nothing except effigies of something Lotus, reflect on an era when childhood relied on energy rather than electronics. Nor do the photographs hint at any semblance of theme, either in scale, by driver or by Lotus type. Instead they are laid out in a wonderful random fashion which allows the observer to pick out favourites and compare them to our own collections or memories of the Lotus toys we had as children alongside the scale models and kits we so treasure nowadays (I notice he never got the 1:8 RAE Lotus 18 built).



It looks impossible to be able to view it all in just a short time, I reckon there is at least a days viewing in this section alone, trying to pick out the rarities. Just looking at Bruce's pictures I can see some rare Carousel cars and one or two very hard to find Spark examples, plus all of those Onyx racers on their easily recognisable bases.

Let us not forget that someone has put in a lot of effort to get all of those models from their respective boxes and on to those shelves. I just wonder what they have done with all of those boxes and if someone has

been diligent enough to catalogue them all? Probably so.

I am really pleased to see Jim's Lotus collection displayed this way and thankful to Bruce for allowing us to share it. In the face of this treasure trove, it shows that most of us are mere amateurs when it comes to collecting Lotus models. All in all a wonderful tribute which shows



Lotus goes beyond the 1:1 and draws enthusiasm across a wide range of topics associated with our favourite marque, above all it places Jim's name alongside Senna, Surtees, Gurney, Clark and Hill in a place revered by motorsport enthusiasts.

\*\* The pedal cars displayed above some of Jim's collection are genuine 1:1 Lotus 119s

JT

Pictures—Bruce Gross

The HORNBY HOBBIES group have given us great Lotus opportunities for 2023, not content with the awesome 1:8 Scale Lotus 72D from the POCHE brand, five significant offerings for slot car enthusiasts expands the Lotus menu from SCALEXTRIC.

A real first for Bond and Scalextric! Wet Nellie is the custom-built submarine made from Bonds Lotus Esprit S1 Sports Car. Featured in the hit movie the Soy Who Loved Me the famous sequence saw Bond dive underwater in his previously pristine Lotus Esprit. As the water filled around the car the machine transformed into a submersible! Now Scalextric have a submarine for the track! Priced at £53.99 and available this spring.



The Esprit continues to be an important component of the Scalextric Lotus collection and an attractive addition to their classic GT grid of 80's supercars. While mainly associated with Vauxhalls, Gerry Marshal, known as the King of Club Racing, also piloted this striking Lotus Esprit S1 during some modified production car races in the early 1980's. While the car was quick, it suffered with reliability issues including problems with the brakes. Also available this spring and priced at £49.99 from your usual Scalextric vendor.



While not as successful or famous as his illustrious Brazilian team mate, Satoru Nakajima still proved to be a

steady and successful pair of hands for Team Lotus in the 1987 season. At Monaco he finished a credible 10th, and while this was some distance behind Senna, he still did not disgrace himself around the tight confines of the Monaco street circuit. His exploits are celebrated with this Lotus 99T , also available this spring for £53.99.



By 1979, Colin Chapman had moved on to his Lotus 80 project leaving one of the most ground breaking F1 cars of all time, the ground effect Lotus 79 which had proved to be the class of the field in 1978, underdeveloped and outgunned in what proved to be a much more difficult season. The iconic black and gold JPS livery was also, gone replaced instead by the green livery with Martini stripes and additional sponsorship from Tissot watches. The USA West GP saw Mario Andretti score a fourth placed finish, just behind the two dominant Ferraris and the Williams of Alan Jones. Still a great looking car, this one is scheduled for Autumn and will be priced at £53.99. Also for Autumn, three of the current Scalextric Legend Lotus will



be put together as a triple Jim Clark legend set for around £154.99 and limited to 2000 units. The set recognises the esteem in which Jim Clark is held, remembered by many as the most naturally talented driver ever to grace Formula 1

and every category of racing he engaged in. A true great of the sport, a natural talent like no other and a man incomparable on the track. This set incorporates the Lotus 25, his Lotus Cortina and the Lotus 49, all cars which played significant milestones in both his career and the story of Lotus.

*Images courtesy of Hornby Hobbies*



## Tecnomodel 1:18 Scale Lotus 43

It isn't that long since the brace of 1:18 scale Lotus 43s from Grand Prix Replicas were featured in Kit Lotus, only last November to be precise but such is the buoyancy of the 1:18 scale market, this latest announcement by TECNOMODEL of their own version of the Lotus 43 is little surprise. Unlike other Lotus F1 models where there are different liveries such as JPS, Rob Walker and Gold Leaf for the Lotus 49 and the Lotus 72, the Lotus 43 is pretty limited. Being an interim car and spanning parts of the 1966 and 1967 season with only the single livery and existing as only two chassis, any variation can only be identified by the race number from particular meetings. Thus, the TECNOMODEL Lotus 43 comes in no less than seven options, five of which represent individual driver options at specific races and two are further presented with driver figures (Clarks) Bad news for your bank balance, if you insist on every one it will set you back over £2000. Being the same scale, comparison with the Grand Prix Replica (GPR) versions is inevitable, both makers producing nicely detailed replicas at a similar price point but with only images to go on it is hard to make a judgement. However, I will say that one of the makers works more closely with CTL and therefore ought to be closer to accuracy. One things that does strike me is the windshield on both makes. It is difficult to replicate scale thickness with injection moulded parts that will be robust in practice, needing the material to be as thin as a vac from to more accurately replicate actual scale. If you examine period photographs, Jim's US GP winner for example, the screen looks slightly concave. Comparing this to both models, the TECNOMODEL version seems to have a slightly more accentuated concave with makes the screen look steeper than the period pictures show. In my opinion, the GPR version better replicates the screen in shape although it appears to be slightly opaque, it also has the fixing detail, something omitted on the TECNOMODEL car. Similarly, whilst images of the car in period show the screen to have yellow tint, the TECNOMODEL car appears a little 'heavy' in this respect.



*Comparing the two Lotus 43s—On the left the Grand Prix Replicas version, on the right Tecnomodel*

*The options then are:*

*1966 Italian Grand Prix #22 Jim Clark with or without driver figure*

*1966 Belgian Grand Prix #11 Arundell (practice)*

*1966 American Grand Prix #1 Jim Clark with or without driver figure*

*1967 South African Grand Prix #7 Jim Clark*

*1967 South African Grand Prix #8*

*Graham Hill*



## Tecnomodel 1:18 Scale Lotus 43 continued.....

It is difficult to accurately compare the two from just images and not having the physical cars in front of me, also, it is hard to discern sometimes if the images at this stage are excellent CGI or actual pictures of pre-production models. I suspect the latter in this case because one of the images from TECNOMODEL shows a bent bottom rear suspension radius arm, something the CGI wouldn't have.

These Lotus 43s from TECNOMODEL are their usual high quality and, the minor issues aside, if choosing between the two, I would always stick with those that have licensor approval on the box. No release date as yet but pre-order in the usual way from Grand Prix Models or your usual vendor.



Jim Clark 1966 US GP with or without driver figure



Arundell 1966 Belgian GP (Practice)



1967 Graham Hill South African GP



1967 Jim Clark South African GP



1966 Jim Clark Italian GP with or without driver figure

Images- courtesy Tecnomodels



## Platter Slate—creating lasting Lotus emblems (and other stuff).

It is always a joy to find artisan UK businesses, crafting superb products using traditional methods and working with locally sourced raw materials, especially if there is an unusual Lotus link, remember oil drum seats and surfboards? If I mention Slate to you, it will conjure up visions of slate quarries in the North west of England and in Wales hacking roofing materials out of the ground or, places that have long been devoid of industrial activity, left to nature to take back control but, peppered with cafes and small museums. It could also be the board behind the bar where you chalk up your tab. However, the slate industry, certainly in Lancashire hasn't gone away and slate's durability with elegant looks has spawned an industry creating anything from tableware to a myriad of signs and decorative panels.

One such business is Platters Slate, a British family business with over 40 years experience that began in a 6ft x 4ft garden shed but now operates from 1000 square feet of industrial unit. Not content with the usual gift, table ware and signage products, they offer a bespoke slate laser engraving and sandblasting service.

One of their recent commissions will interest you, as it did me due the sheer elegance of it all. Without diverging who the customer is and acknowledging that emblems have copyright, how would you fancy these Lotus engraved slate panels on your wall or workshop floor? After the design is sandblasted, the image is infilled with gold, silver or white. These panels and all of the slate signage can handle the worst the weather can throw at them. They are strong, durable and last for decades needing only a light coat of olive oil to re-treat and enhance and an occasional wash with hot soapy water that will ensure the Lotus logo endures. They certainly look brilliant on the natural backgrounds.

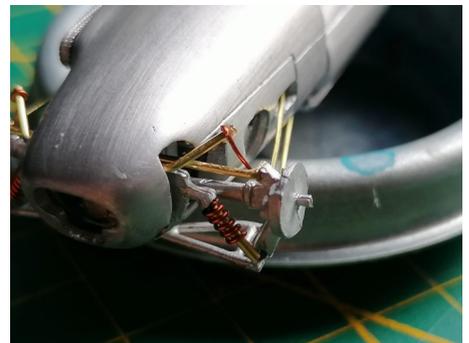
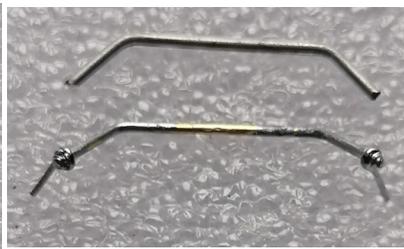


Find them at [www.pattersslate.com](http://www.pattersslate.com)

## SMTS Lotus 18/21 1:43 scale modified by Autelier Endurance

I spotted this, what a beautiful interpretation of the SMTS Lotus 18/21 of Stirling Moss from the 1961 German Grand Prix, and so I asked for pictures to share with you. Not much in the way of commentary but it is always a pleasure to highlight the products from SMTS as they are a significant part of any serious 1:43 collector's armoury.

I have gone on record before to say how much we should respect the amount of effort that the SMTS modelers put in to make their kits fairly straightforward to build. It also makes them easier to modify for the more serious model builder, because they are well engineered underneath which provides an ideal platform for those super detail modifications. With the best will in the world, casting slim parts in 1:43 scale is an art in itself but can lead to scale differences with the odd part like a radius rod for example looking a little thicker than it should. It happens in injection moulding as well and this is not a criticism, I am quite happy with the 1:43 models I have built straight out of the box. Others, like this model and the Lotus 38 in the last issue have had the super detail treatment around the suspension with wire rods and small springs, showing just what some extra time spent can achieve with what is a super model.



*Images from top left to right:*

*Modified dampers fitted to the rear subframe. Modified rear roll bar then the rear suspension in position and a top view of car in dry run prior to painting.*

*Bottom right and bottom left, super shots of the car showing the detail of the interior and the overall great finish of the SMTS kit in a garage diorama setting.*



## Reader models by Carel van Kuijk

Most of us are guilty of this, which is having Lotus model kits stashed away in cupboards or under beds, bought at a time when you saw the model for sale and decided, that's great I will build that and put it in my collection. Then you take it home, put it away and tomorrow something else draws your attention. Sounds like a familiar story? It certainly is where I live and so it seems with others.

I saw this pair of 1:43 scale Nigel Mansell cars, the Lotus 87 and the Lotus 95, both of which have been recently very nicely built by Carel van Kuijk. When Carel bought the Lotus 95T it was very much a car in period and it has only taken him 38 years to build the kit! Compare that to the Lotus 87 which at 25 years old is relative newcomer.

Carel builds to very high standard but he knows that kits this old will almost certainly give you decal grief and with the Lotus 87 from SRC in particular suffering from breaking thin yellow lines. The silver Essex side decal was unusable and had to be replaced with a plain piece of aftermarket silver decal and the Essex wording coming from the spare stuff left over from a later TAMEO kit.



Not so much trouble with the Lotus 95 except the decals are a bit dark and too gold rather than the biscuit colour that Team Lotus used to ensure better photography.



These two very nice models prove that there is life in your model storage cupboard and that getting around to things can happen.

Images Carel van Kuijk



*Featuring model collectors and model builders work in Kit Lotus allows us to showcase the wide and varied appeal of our hobby. It doesn't make a difference if you are a builder to museum quality, or a complete novice, I would like to hear from you.*

*If you would like any of your models featured, just email [kitlotusmail@virginmedia.com](mailto:kitlotusmail@virginmedia.com) with some details and I will gladly include in a forthcoming issue.*

## Atlantic Case

Displaying your prized resincast or hand-built Lotus model is a key part of collecting and model building and there are several good quality display case makers available that will make sure your model is shown at it's best. For individual display cases I have always used Widdowsons, renowned for their quality products, well made and sturdy enough to give you confidence that your model is well protected. I also think that your display case needs to reflect the quality of your model and as such you may need to invest a good percentage of the cost of your model into a good quality display case.

Recently I saw an Ad for Atlantic Cases. I thought they looked very modern and well made, so I followed them up and found they are manufactured in Turkey. The business started in 2016 and from the outset, their aim was to provide a quality product that would compete in the world of exhibition cases whilst at the same time making sure that our hobby products would always look attractive.

Using various mediums for their standard case bases including acrylic, wood, metal and leather in particular, makes for a very classy display. Another thing that caught my attention was their wall mounted displays which have



three sided vision and are designed across the various model scales starting from 1:64 up to 1:18. They also have free standing multi-display cases such as this neat one shown to the left although the ladder rack is purchased separately to the cover and base.



Some of their wall mounted cases can be illuminated such as the one above which contains up to 96 1:64 scale models (various sizes are available) As well as the single cases with bases of various mediums in various colours and finishes. Atlantic offers diorama cases with different ground cover options such as a race track, a starting grid, stone street, desert road or road to countryside.

Wall mounted cases for the larger scale cars like 1:24 and 1:18 have a unique option with the front panel lifting vertically in a track rather than hinged forward.



Atlantic now has distributors in more than 20 countries from Europe, America, Australia and Asia, these can be found at their website [www.atlantic-case.com](http://www.atlantic-case.com)

Here in the UK the distributor is John Airey Diecast who carry some of the Atlantic range in stock and a 1:24 "Mulhouse" case with a leather base will cost around £30 to £40 plus VAT

*Images courtesy of Atlantic Case*

## Time to say goodbye...

To these Kits, part of my collection that will unlikely ever be built by me. I've selected these kits for rehoming in the hope that someone will get them built. I am open to sensible offers:



1:20 Fujimi Lotus 97T with full carbon decals, JPS aftermarket decals and Studio 27 photo etch upgrade set. Looking for around £100 for these



1:20 Tamiya Lotus 79 Martini with E.J.A.N DFV funnel and distributor upgrade plus interior upgrade set also from E.J.A.N. Looking for around £80



Rare 1:20 Lotus 102D from Tamiya with painted driver figure included. Both versions available Herbert and Hakinen . Looking for £65 apiece



EBBRO Lotus 72E 1:20. Looking for £55



3 Studio 27 Kits all 1:20 Lotus 88B, Lotus 95T, Lotus 91 Asking around £180 for each.

Postage is extra so if you are interested email me at [kitlotusmail@virginmedia.co.uk](mailto:kitlotusmail@virginmedia.co.uk)

There will be more stuff in the coming months

## Fenix racing Lotus 97T



Working closely in collaboration with Classic Team Lotus and resplendent in the CTL livery, the Italian Radio Control stable FENIX RACING has announced the Lotus 97T body kit alongside their range of previous Lotus

replica models. The 97T is a body option only and is available from the FENIX website [fenixracingshop.com](http://fenixracingshop.com) at just 45 Euros. The website features all of their various ranges of R/C models and components .

Primarily designed to fit their F1-70 range of chassis and components, the Lotus 97T body will also fit the Tamiya F103 and F104 WGP chassis.

## Kit Lotus on the road—1:4 Scale Lotus 107 on a six month secondment

In Ostend, Belgium, there is a rather splendid looking Lotus car dealership, **Thierry Verhiest Lotus**. From outside, the building's understated simplicity of design matches the cutting edge technology that epitomises the Lotus marque. Look inside and you will find the future, Emira, Evija, Eletre. Look a little closer and you will also find the past in the form of the 1:4 scale Lotus 107, built by Peter Pedroza – with a little bit of help from me – from the original Lotus wind tunnel model, on display and adorning a prominent place in the showroom which, we understand is for six months. It is nice to see Peter's work getting recognition in an appropriate venue and appreciated by Lotus people.



## Lotus model news

If you weren't one of the eight customers for the Emerson Fittipaldi Lotus Evija supercar, showcased at the recent private 'All the 72s' event which took place at Hethel, and, you are on the super slim and not too tall side, i.e. a child, you could do worse by getting your hands on one of these 12 Volt versions from Chinese supplier Jiaxing Tusi Trading Co. At the moment UK supply is unknown but you can order direct if you want 20 or more and they will set you back £83.48 each which I assume is ex factory, so all the add on bits such as tariffs , shipping and tax may be extra. Available in red or yellow, you can have both customised logo and packaging on this Lotus licenced product.



The powerful 12V7AH battery provides budding Lotus enthusiasts with hours of uninterrupted driving pleasure, reaching unimaginable speeds of 3 to 8 mph. Special features of the miniature Evija include MP3 Music, a realistic engine sound, horn, LED lights, a power display and a functional suspension system. The car boasts a unique operating system which can be controlled by the steering wheel and pedals or by remote control. It has a direct connect charging system for easy no-fuss charging. The buyer can even specify an optional leather seat and EVA steering wheel. You will need to provide your own batteries (2 x AAA) for the remote control. The car has opening doors both sides and is suitable for Lotus drivers aged 3 to 7.

All I need now is a BEEMAX, in readiness for the arrival sometime, of the 1:12 BEEMAX Lotus 99T, I prepared by getting my hands on a set of aftermarket Camel decals courtesy of Michael at INDYCALS plus a set of Goodyear Tyre decals. A steal at just \$32 USD including postage.



**REPLICARZ have their version of the 1965 Indy 500 winning Lotus 38 on pre-order for 1:18 scale at their website. But, just heard that this little beauty will also be coming along soon as the second in the REPLICARZ INDY series in big 1:12 scale. No details yet but keep your eyes and ears peeled. It is on the REPLICARZ website for \$720 USD but for UK buyers don't expect such a good price.**



**Legal stuff - Kit Lotus is copyright and published by J Thornhill , Nottingham, NG16 3DQ. Contact us at [kitlotusmail@virginmedia.com](mailto:kitlotusmail@virginmedia.com) or visit [www.kitlotus.org](http://www.kitlotus.org) Kit Lotus is copyright and may not copied by any means either mechanical or electronic, without the expressed permission of the author. Kit Lotus may contain images that are copyright to third parties other than Kit Lotus. There is no deliberate intention by Kit Lotus to infringe any copyright and any such infringements will be removed immediately on request. We welcome links to appropriate websites but we will not be liable for damages of any kind arising out of such access to third party websites or to our website , or any inability to access third party websites or our website or your reliance on the information contained within our website or third party websites Clicking on links from [www.kitlotus.org](http://www.kitlotus.org) will take you to other websites of which we take no responsibility. We will use every reasonable effort to include accurate and up to date information, in all of our publications but neither make nor imply any warranties or representations as to the accuracy or completeness. Kit Lotus has no affiliation , implied or otherwise, with Group Lotus and its companies or any other official or unofficial group or entity.**