



KIT LOTUS

Volume 17 issue 2 May 2023



LEGO Lotus 98T

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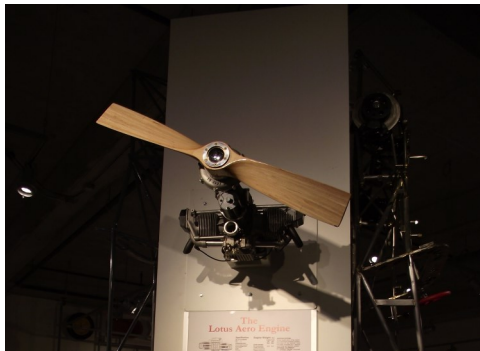
Scratch Built Lotus turbine

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

Late again! It is a good job I don't have commercial deadlines to meet, but then this Kit Lotus lark just wouldn't be fun anymore. As the weather changes, we are entering the outside world time again which comes with some priorities other than model building and writing stories, I'm sure you know the drill. But, here we are, another issue with interesting stuff from around the world which includes a children's ride of all things, the sort you see in shopping centres where kids sit on the ride for around a minute to be moved up and down on an effigy of the latest hot spin off from a Disney film. Our ride though is all together different and relevant, our US pal Grover sent me some information about an auction for a coin operated Lotus 72D. Restoration comes in many guises.

It is always a pleasure to receive articles and stories from Lotus enthusiasts about our hobby of celebrating the marque in miniature. I also know there still are many potential untapped stories that we see across social media of some amazing Lotus projects that I would like to share and feature. I do make a point of trying to track down authors and originators of these stories and very often I hear nothing at all from ones that look particularly interesting. Equally, many do respond and often take up the Kit Lotus registration resulting in the wide diversity of articles we get from around the world. There is always room for more and especially in the areas where we are a bit light, slot cars for instance and radio controlled models. If you would like your Lotus project or collection showcased, just get in touch.

A couple of articles from the Antipodes are featured with Chris Doube from Australia making a welcome return and showing once again he is not afraid of taking a very rare Lotus kit, probably worth a lot more as an unmade kit, and building it to a very high standard. Chris explains. Our cover this issue has a LEGO Lotus 98T courtesy of Gordon Attwater from New Zealand, built from a LEGO TECHNIC base, the finished item is so striking I just had to have it as the main cover picture. The conversation came about following another conversation with Scott Dunbar who creates 1:43 scale decals, see later.



**Lotus aero engine,
Barber Museum**

Make believe Lotus continues to grab attention with models of 'what-if' cars in various guises, the Europa gets more make believe treatment this time from Dave Walker (no not that one) . Dave has converted a 1:24 Tamiya Europa with imaginary Porsche V6 power and imaginary Porsche suspension and wheels stuff. Add a few purpose looking flares on the wheel arch, an air box and some aero and you have a potential Lotus muscle car. It doesn't have to be an accurate description of a Lotus type, it just has to have Lotus enthusiasm written all over it and not subscribing to a stuffy

purist theme, I think Kit Lotus is better off for the many variations it receives. We also have what I can only describe as a TECNOFEST this time, the uncontrolled explosion that is the constant market release of scale model Lotus in all sorts of scale, goes unabated. One maker in particular who is partial to the 1:18 trend is TECNOMODELS who, including its latest foray into 1:43 have announced 11 new Lotus models since the last issue of Kit Lotus. The quest to produce a model of every Lotus that ever turned a wheel, goes on. I'm surprised we haven't yet seen Moonraker Boats or aero engines in model form and attributed to Lotus, or microlight aircraft and other stuff that involves Colin Chapman's legacy.

Continued



Set of square Lotus 59 wheels



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

Kit Lotus editorial continued.....

Scratch building features again this time, I have an update on the MK2 but repeat offender James Schizas sends us details of his Lotus 56B project. I thought to kick the story off, the turbine itself would be the most significant bit, it's a pretty tidy job.

Not finished yet, but before too long Peter Pedroza will have his super 1:8 Lotus 59 completed. Peter has decided on Winkelmann Racing colours for the finished car, but it just needs tyres and here they are looking a bit square at the moment?? (previous page). Next time you see them they will be black and round as the Pedroza garage floor sinks in a sea of Delrin tunings. It is a pity Peter can't gather the waste and melt it back down into solid such is the cost of this stuff. Whilst it is easy to get hooked on scratch building, the cost can escalate without warning.

My Mark 2 project has restarted now that the POCHER 72D is off the bench and in the cabinet . Still a long way to go yet but it is starting to resemble a car and like Peter's tyres, the Mark 2 tends to eat cash, in this case on small fasteners. It does make assembly that much more of a careful procedure but if one drops on the floor and disappears , that's 50p gone. More later.

A new release 1:12 scale full detail kit is big news from Model Factory Hiro in Japan, the car will be the twin chassis Lotus 88B with at least one version being the car that practiced for the British Grand Prix but was later excluded following protests from other teams. No firm launch details yet but keep checking the internet.

If like me you have a 1:12 Beemax/NuNu Lotus 99T on back order, I have been advised that the brands are in the middle of a distributor change and it unlikely the model will hit the shelves until September this year. I have also been advised of a significant price increase above 10% when the kit finally gets to our shelves, so be prepared for £230 ish.

On the whole, everyone enjoys a significant milestone especially as it often means a celebration. For Lotus enthusiasts there are a couple of big milestones this year, the first one already having taken place and that is for our friends at SMTS (Scientific Model Technical Services) down there on the South Coast of England near Hastings celebrating their 40th anniversary. They have been in the model business now for 40 years and continue to produce high standard white metal models either in the car modelling arena or earth moving equipment but more so of late, aircraft models. For us in particular, they have been a mainstay of Lotus modelling with their range including most of the significant the open wheeled and sports Lotus from the classic era of the late 50's to the 80's giving us many wonderful models from the Lotus 12 onwards. Our warmest congratulations and best wishes to them for now and future years to come.

The celebrations of that other milestone, the 75th anniversary of Lotus starts on May 20th with an inaugural Classic Team Lotus garden party at East Carleton Manor, the home built by Colin Chapman for him and Hazel near the Lotus factory in Hethel. It is a very special privilege for me that Kit Lotus has been invited to put on a display of model Lotus cars through the years as part of those celebrations. The event promises exclusive audio, image and video presentations throughout the day and will include the launch of a new 2-volume Colin Chapman biography. The first exclusive British viewings of a new Lotus documentary film, made this year will also be possible. An array of significant Lotus cars will be there and Lotus owners will have the opportunity to have their car photographed in front of the imposing manor house. A special 75 years memento will be revealed along with monuments to both Colin and Hazel. It will be a long remembered day and one that it is great to be part of.

Later in the year, September 30th, we hope to part of the open day celebrations at Malcolm Ricketts Racing, always a fantastic atmosphere.

I hope you continue to enjoy reading Kit Lotus magazine as much as I enjoy putting it together. Feedback is welcome and encouraged.

John



Rarity is the spice of modelling life by Chris Doube

During the last two years I have been charged with the responsibility of building some very rare kits, which in some cases I have found quite stressful. Not only are they irreplaceable, but what they may lack in complexity they more than make up for in poor quality and heavy-handed detail. Having completed many Joker kits which are quite rare and usually rely on donor kits for some components I was then asked to build a resin body 1/24 AJM Lotus 47 which has a very well rendered body shell but suffered from some air pockets in the roof and resin tyres, which had to be filled with epoxy resin. Also, the holes in the floor pan for the axles were in the wrong place and had to be filled and redrilled. Another problem was the offset of the front and rear wheel centres had to be corrected using washers. I am very pleased with the finished result resplendent in its gold leaf livery, thanks to a Tabu Design decal set which was provided with the kit.

The next challenge was the AMD JPS 72D from the championship winning 1972 season. Having built many examples of Emerson Fittipaldi's car from Tamiya and others I decided to build it as number 2 driver Dave Walker's example. He was the only Australian to do a season for Team Lotus, and although he was dominant in F3 winning 25 out of 32 races on his way to winning the Forward Trust and Shell Championships and the Grovewood Award for best up and coming driver (the portrait of him given as part of the

prize featured on the cover of the January 1972 edition of Motor Sport Magazine). His grand Prix career was particularly poor and must have been very demoralising for him. He has the dubious distinction of being the only team mate of a world champion that failed to score a point in the championship. As 2022 was the 50th anniversary of his drive, it was I thought a timely tribute.



The AMD 72D is another resin bodied kit, moulded in one piece (no detachable nose cone or cockpit surround). Using a donor engine and gearbox from a Tamiya 1/20 JPS 78 which is provided. It features beautifully turned brass wheels and exhaust pipes. The only really glaring defect was with the rear suspension, which was arranged with the shock absorbers mounted upside down. Fortunately I was able to resolve this. In addition, the decals were a bit past it and needed to be sprayed with bonding solution to save them from disintegrating. I built the car as the Austrian GP version, as this was the first race Walker's car had the extended rear wing which is the only variant in this kit.



Kit Lotus on the road—30th September,

Rarity is the spice of modelling life continued.....

I then proceeded with a road car which was a Stardust type 14 Lotus Elite. I built this for my friend Marc Schagen, to replicate his Elite as it was when his father purchased it new in 1961. I have also built for him a Joker version of the car as it exists today. The Stardust kit is apparently very rare and was bought by Marc's father Aidrien from Dennis Ortenburger, the author of the Lotus Elite book (A racing car for the road), and many other Lotus books. I felt very privileged to be the one to build it. Again, like the other two, this is a one piece resin body, moulded to a high standard, needing some building up around the windscreen, but other than that it needed very little preparation. The actual car was originally purchased in a very unusual shade of lavender called periwinkle, which for the build needed to be colour matched using a spare bonnet that Marc still owned. Unfortunately the photos are not a very accurate representation of the true colour. This model is basically just the body shell and seats, and relies on a donor Tamiya 1/24 Lotus 7 kit for the front suspension,



headlights, steering wheel and wipers. It additionally requires a Gunze Sangyo Triumph TR2 kit for the wheels and tyres. As the only TR2 kits I could find had pressed wheels and not wire wheels we had to source the wheels from a supplier in Spain and utilise the Lotus 7 tyres.

As Marc also wanted a Joker Lotus 6 built, as the first Lotus imported to Australia and raced by Doug Chivas, two sets of the wire wheels were purchased. This kit also required another Lotus 7 donor. This was completed without any major problems.

CD



Make believe Lotus Europa by Dave Walker

The land of Lotus make believe (Kit Lotus Volume 16 Issue 6) continues to spark interest and encourage Lotus model fans to confess their potential Lotus could have beens, so when I got an email from Dave Walker (no not that Dave Walker who partnered Emerson Fittipaldi in 1972 or wrestled with the Lotus 56B) but the Dave Walker, Lotus enthusiast and model builder, the subject intrigued me.

Using a Tamiya Lotus Europa and several visits to his parts box, Dave decided to build a Europa with some muscle using the Gold Leaf Team Lotus colour scheme of the day but otherwise, his creation occupies a purely fictional world. Maybe a stablemate for *Circuitwolf*?



Any *Modsport Racer* needs big wheels and a bigger than normal engine and so Dave decided a Porsche transplant in both these areas would suffice. Of course big wheels mean serious body modifications so flared wheel arches from a cast off resin Porsche 914-6 were added and emphasized with the paint job. Power for this racer was also provided by Porsche with a V6 motor that includes metal injector stacks from a recent AMT Opel Gt. Dave had planned to fit a V8 engine but it would not fit the wishbone chassis plus, he liked the injector stacks anyway. The air scoop dwarfing the rear engine cover is from a F3000 car and the interior includes a scratch built brass roll cage a parts box racing seat an extinguisher. An extra Gurney flap completes the makeover and a very striking Europa is born.



More of my surplus kits for sale are a brace of Tamiya Lotus 102D kits in 1:20 scale. I have both the Herbert and Hakkinen versions which include the painted driver figures. Let me know if you are interested.

kitlotusmail@virginmedia.com

I'm looking for £65 apiece for them, postage extra.

One of our American friends whom most of you will be familiar is Grover, mega star of US television and with a world wide following. Well, I'm not really sure but he may have fallen on reduced times these days as he sent me an email suggesting donations toward a significant Lotus purchase that was about to be auctioned off with a reserve price of \$12000 USD. I half expected to find a 'go fund me' page somewhere but concluded I was mistaken. So far I haven't heard if his bid was successful or even if he did place a bid. Anyhow, I was pleased he sent the pictures because it once again illustrates the pull of Colin Chapmans creations that even impose on the childhood mind in the shape of this Lotus 72 children's ride. The type you see in shopping malls where the child sits in the car and a coin operated system gentle rocks the car to and fro.



You would either have to be a serious Lotus collector or a business operator with a certain mindset to want it but, someone saw the potential, rescued it from dereliction and gave it fresh lease of life.

Reportedly manufactured in England in the 1970s, the ride found its way to the USA and the current owner restored it to the JPS livery and is now in brand new condition. The ride consists of a fibreglass body sitting atop a mechanism powered by a 0.25 Horse Power coin operated electric motor which provides the motion. It has both folding aluminium feet and castor wheels but unfortunately for us Brits, it wouldn't work in our garage without a

110v transformer. Featuring a speaker system that plays authentic race car sounds, the motion is purely up and down and the 'would be' grand prix racer can keep a firm grip on the cast aluminium steering wheel.

Goodyear Eagle branded tyres on gold painted wheels set the car off together with the Ford branded engine rocker covers. The car wears the number 8 from the 1972 British Grand prix winning car driven by Emerson Fittipaldi. The ride is set up to operate for 1 minute for 25 cents.

I'm sure everyone will be reaching for the calculators but I reckon, if the bidding goes for the reserve of \$12000 and assuming there is a buyers commission of say 15%, then the cost will be \$13800. Work that back at 4 minutes per dollar and also assuming you run the ride non-stop with a continuous queue of budding Emmos, it will take 38.333 days to get a return.



LEGO Lotus 98T

Lego crops up fairly regularly with links to Lotus and, like many other practical hobbies has grown into a complete world of knowledge and expertise with Lego creators knowing no bounds other than their imagination building sensational models by scratch-building or modifying existing Lego products. Bit like many modellers really. I came across this beauty through Scott Durban who contacted me about his 1:43 decals (see separate piece), he also mentioned producing self adhesive labels for a Lego modeller in New Zealand which turned out to be Gordon Attwater who has built a magnificent Lotus 98T.



Speaking as the Grandfather of an award winning Lego builder whose work, a zombie apocalypse Jurassic world monster truck, was displayed at the Manchester World of Lego, I have to be careful what I say because some builds are really effigies of something rather than something truly recognisable. Without hesitation, I can happily say that Gordon's 98T is definitely in that latter category.

I quizzed Gordon about the car and this is what he said:

"Yes, the car was designed by me so it's unique, one of a kind. I was obsessed with Lego as a child in the 70's, but shelved it until about 3 years ago, after getting inspired by Lego Masters. I bought set

42000 which is a generic red /white f1, and decided to redesign it into the lotus 98t, which in my opinion is still one of the sexiest looking f1s in existence.

The 98t took about 3 months to build out of Lego Technic. I scaled all the dimensions from blueprints at 1:8. It's 52cm long x 26cm wide and has working steering, suspension and pistons.

Scott Dunbar spent some time scaling and making the the laser cut stickers for me and I applied them.

Regarding instructions and parts list, there aren't any at this point. I estimate there would be about 1500 pieces. I would have to simplify stickers if I were to make instructions as applying the laser cut stickers is too much to expect from the average Lego fan. I do have instructions for a previous 1.10 version of the same car available on "rebrickable". This was more of a prototype and not as accurately scaled.

All the parts are genuine Lego except the rear wheels, because they are very expensive and not produced by Lego anymore. The rear rims are also only available in silver, so I had to spray paint them black. "



Scratch built Lotus 56B 1:20 - starting with the turbine by James Schizas

Scratch building depends like kit building or modifying, just on how much time you have. Some modellers are more prolific than others and this one is no stranger to either scratch building or to Kit Lotus readers who have seen his exploits on several occasions. I'm referring to James Schizas whose scratch build model output, and not just Lotus, seems to be both endless and effortless and using mostly only hand tools and his not inconsiderable skill to reproduce yet another stunning Lotus from random pieces of plasticard, wire, plastic rods, spare parts from other models, bits of wire and string. Amongst his tools are cigarette lighters and camping stoves so if you are not well experienced in the use of these sorts of techniques, then don't try this at home.

James has shared his latest Lotus 56 B Monza car project with us which at the time of writing isn't quite finished. James is very particular in taking lots of project photographs as his build makes progress and these images alone tell the story of how the model is made and mostly, from what. His 56B will take up two or three issues of Kit Lotus to explain his detailing and as the car was one of those maybe/possibly projects, and almost highly successful (56 Indy 500 1968) cars, I think it is wise to start with the thing that sets it apart from all other cars, the turbine engine. Descriptions of making body panels and suspension bits are totally relevant and appear in every write up about any scratch-built car, they need to because often it can show how simple techniques can generate a really good level of accuracy which to the observer, is the enjoyment of the finished model. However, unlike most models which proudly show intricate detail on a piston engine, the Pratt & Whitney turbine powering the 56B has fewer moving parts and a very different skin but still needs some thought and ingenuity to create in miniature from scratch.

The jet engine is basically a tube with a set of blades on a central hub spinning at high speed to compress air coming in. The compressed air is sprayed with fuel and an electric spark ignites the mixture. The burning gases expand and blast out through the other end of the tube, much narrower than the front and as the jets of gas shoot backwards, the engine and in this case the Lotus 56B are thrust forward. So, no fancy chrome inlet stacks or fuel injection parts, just a tube-like structure. In James's case, that tube like structure in the model must look like the real thing and here, in pictures is how he achieved that. There is much more to the model which I promise to feature in later issues.



Plastic tube forms the basis of the turbine with filler used to shape the 'flare' and plastic strip marked out and cut to shape

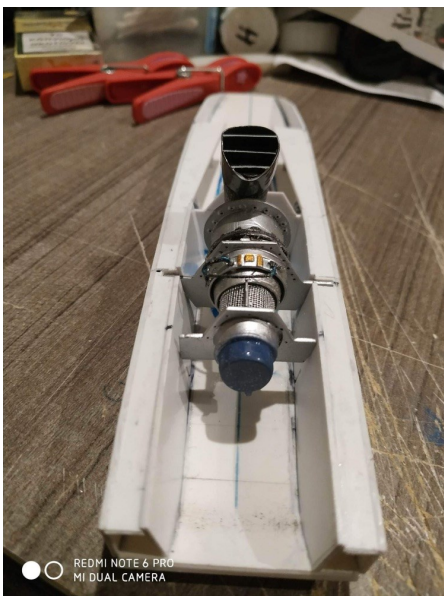


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Scratch built Lotus 56B continued.....



Scratch building requires lots of patience, the result of marking out small parts accurately, by hand, then cutting equally accurately. Forming and bending wires, clamping and fixing parts and making use of everyday bits and pieces to make something that we will recognise as a replica turbine instead of a bit of kit from a Star Wars movie, is something James has achieved.



The resulting scale model turbine sits well in James's test build. The body and suspension will feature later but it does show what a little imagination and a dose of modelling skill and experience can do. The simplicity of the base bits, i.e. the tube, the plastic sheet and the wire coming together to demonstrate that scratch-building skills are alive and kicking.



TECNOMODEL Tecnofest.....

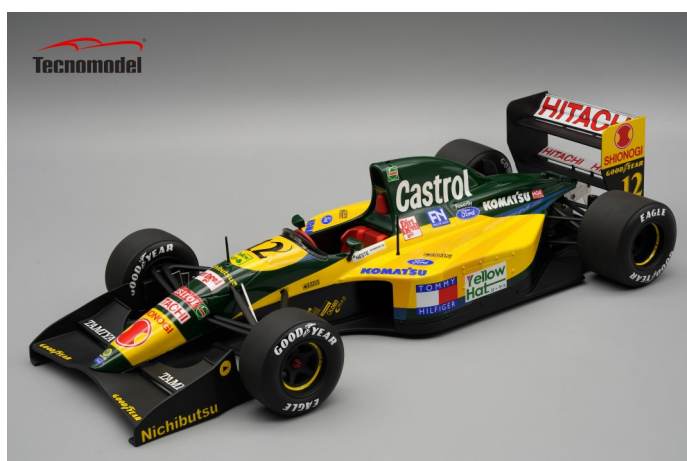
Tecnofest is perhaps the only word suitable for this next section. Such is the prolificity of Italian model maker TECNOMODEL, the products from this super detail maker appear in almost every issue of Kit Lotus, plus they are always very forthcoming in providing official images. This issue is no different except that a whopping eleven new Lotus models, yes eleven, have emerged on the TECNOMODEL pre-order list since you last read this magazine. Someone suggested that it seemed to be a race between makers to produce every Lotus that ever turned a wheel as a scale model, I would make the comment that no stone appears to be unturnable in that quest and if the former is true, we Lotus fans have nothing but delight ahead of us.

TECNOMODEL has done it's homework with more models of types that the enthusiasts will appreciate and which very often wrong foot the opposition. Of these eleven new models, the Lotus 107 in 1:18 scale makes an appearance and so does the Lotus 19 in the same scale. Turning briefly to 1:43 before switching back to comments on the 1:18, TECNOMODEL has announced no less than six Lotus 18s but more of those in a little while. Let's turn first to the Lotus 107.

The race car was the first all-new Lotus Formula 1 car of Peter Collins/Peter Wright era, the 1992 season Type 107 was intended to be a 'contemporary but conventional' classic F1 Car. Although originally intended to be Judd powered using a V10, the opportunity arose following negotiations with the Cosworth parent company to renew association with Ford and thus the car gained Ford V8 HB power, the fastest revving V8 in history at that point.

Sadly the 107 became another Lotus also-ran with a best result of fourth and sixth places at the French GP for Hakkinen and Herbert. As with all Lotus racers, it looked pretty neat and purposeful. The car was to be rebuilt as a 107B for the forthcoming 1993 season which will give the model makers another Lotus opportunity.

TECNOMODEL has announced three versions of the 107 and as usual they look stunning and well detailed although the main shade of green looks a little on the dark side to me, plus on 'no stone unturned' point and in keeping with other makers, a model of the original presentation car is included. There is nothing wrong with maximising the tooling.....continued



Johnny Herbert was the pilot behind the wheel of #12 at the Belgian Grand Prix where, despite retiring in closing stages of the race with engine problems, he retained his classification. His best results were a couple of sixth places that year.



#11 was the car driven by Mika Hakkinen and this model represents the fourth place car from the French Grand Prix. Later to become a double world champion, Hakkinen repeated his fourth place in Hungary, his best placings of the season.

Continued.....

TECNOMODEL Tecnofest continued.....



The press presentation car from the 1992 Adelaide GP.

I am fairly confident that the base green colour is too dark. If you visit the Kit Lotus website and look up the 107 reconstruction Special Edition, the paint codes for the reconstruction came from Lotus and it is definitely lighter, more like the Park Green of the Castrol sponsor although Castrol does not appear on the presentation car. Tell me if I am wrong.

Like their previous release of a Lotus other than Formula 1, The Lotus 59, TECNOMODEL has scored another win by announcing a series of Lotus 19 Sports Racing Cars also in 1:18 scale. Made by Lotus over the period 1960/1962, the 19 was designed to conform to Appendix C regulations and was based on the successful Lotus 18 single seater. It also went head to head with the Cooper Monaco and it wasn't too long before Colin Chapman nicknamed the 19 as the Lotus Monte Carlo, no doubt as an homage to success of the Lotus 18 there in the hands of Stirling Moss in both 1960 and 1961. It's three section spaceframe was very similar to the 18 with just a few changes like the space for two seats and the need to change some front steering and roll bar details. The 19 had success in the hands of Stirling Moss, Dan Gurney but notably, the three versions sold to the British UDT Laystall and driven by Moss, Henry Taylor and Cliff Alison had considerable success in Europe.



The TECNOMODEL Lotus 19s represent some of the more well known examples like the famous Italian red car owned by the Arciero Brothers. The #96 car depicts the car as it was raced and driven to victory by Dan Gurney in the 1962 Daytona 3 Hours Race which later became the Daytona 24 Hours. Gurney persuaded Frank Arceiro to acquire a 19 before it was even built such was his confidence in Chapman's design. Success also came at the Bahamas Speed Week held at Nassau in both 1960 and 61, fastest lap at Riverside and victories at Laguna Seca and Mosport both in 1962. A further Lotus 19B was built for Gurney with modified suspension and

a Ford V8 engine which he ran as the Pacesetter Ford in 1962 and 1963. Stirling Moss also had success in the USA by winning the 1962 Laguna Seca USAC race, the British Driver winning both heats to seal an outstanding



victory. Dan Gurney said that the Lotus 19 was his favourite of all the cars he raced, he also said it wasn't a good car in terms of reliability but, whilst driven on tracks such as Daytona which exerted extra stress on the car, it never failed him. He saw the Lotus 19 as the proverbial giant-killer. Even with its 2.5-litre Coventry-Climax four-cylinder engine with big Weber carburettors, it could take on the V8 Chevys and Buicks that were being raced at the time - and any of the more fancied Jaguars and Ferraris. "It was just plain easier to drive and faster. "

Continued.....

TECNOMODEL Tecnofest continued.....



Stirling Moss took victory at the Karlskoga Grand Prix in Sweden in his first race since recovering from his accident at Spa. Driving the sleek, silver 2 litre Lotus 19, the British hero saw off the Maserati Birdcage driven by Jo Bonnier to seal the win by 6 seconds and an average speed of 67.87 mph. Jo Bonnier was so impressed with the car so while the car was still in Sweden, Bonnier borrowed it and broke the Swedish record for the flying kilometre at 157.5 mph.

The fourth of TECNOMODEL's Lotus 19 is the 1962 Nassau Trophy winning car driven by Innes Ireland. This version has a different rear body section with the neat wire wheels and knock-on hubs exposed which in my opinion makes for a sleeker looking model.

Another set of winners from TECNOMODEL both the Lotus 107 and the Lotus 19. Pre-order is a must and they will be available from Grand Prix Models, Grand Prix Legends and other on-line vendors for around £280.



Now a question, mostly aimed at 1:43 collectors but it would also apply to 1:18 scale. Such is the accuracy and detail of modern resincast scale models from almost any manufacturer such as Spark, LookSmart, Mini-champs, True Scale Miniatures, Tecnomodels, etc; if as a collector you take the models out of their boxes and off of the plinths then lined them side by side, could you, if you had no previous knowledge, determine which manufacturer each model came from? Clearly, driver figures aside, you would be hard pushed to find a difference, to the point they could all be from the same maker. The only choices to make then when there are several maker options for one car would be brand loyalty, to have a driver figure or not and price point.

So, for those who prefer their 1:43 without driver figures, meet this set of six Lotus 18's from TECNOMODEL starting inevitably with the most famous Lotus 18 ever, the 1961 Monaco Grand Prix winner of Stirling Moss resplendent in its Rob Walker blue and distinguishable by the absence of its side panels. In 1961, Moss was to repeat his 1960 giant killing feat on the iconic road circuit by staving off challenge after challenge from those red rars with the funny noses.



Continued.....

TECNOMODEL Tecnofest continued.....



the #14 Lotus 18 in the TECNOMODEL release is as driven by Jim Clark in the 1960 Portuguese Grand Prix at the Oporto circuit. The future double Formula One world champion finished third, scoring the first world championship podium of his career, in just his fifth start. His car was fitted with a canted engine and enclosed carburetors. The model carries the strange beige patches on the front top body section which were taped over damage after Clark visited the scenery during practice.

The same car, chassis 374, featuring the canted engine and enclosed carburetors was the car driven by Ron Flockhart a month earlier at the 1960 French Grand Prix. The two times Le Mans winner scored a sixth place in his only Formula 1 start that year.

A white nose band identifies the Lockhart car. As with the other Team cars, the radiator and fillers are visible whereas the Walker car of Moss had covers over both.

Whilst Jim Clark was picking up his 3rd place and first podium in the Portuguese Grans Prix, Team mate John Surtees was setting the fastest lap in chassis 373, depicted in the TECNOMODEL range as #9. The engine of the Surtees car was the familiar vertical layout with

exposed inlet trumpets. The other Team car in the TECNOMODEL range is Alan Stacey's chassis 370 which he raced to retirement on lap 57 of 75 with final drive failure and featured the standard Team set up.



The final Lotus 18 in this first batch of 1:43rds depicts the white car with blue numbers of Texan Jim Hall, the United States driver/entrant raced to 7th place in his home and first ever Grand Prix, his car was chassis 907 signifying one of those, like the Moss car, chassis 906, as being built by Lotus Components Ltd.



Although still early for TECNOMODEL with their move into 1:43, they are super models and retail for around £107. Usual pre-order method is advised.

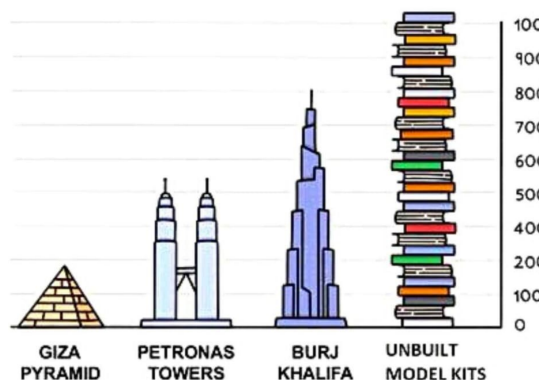


Model Factory Hiro—1:12 Scale Lotus 88B

OMG, just when my wallet thought it was safe not to have to hide anymore, a certain firm in Japan, renowned for detail and accuracy has decided that having a 1:43 scale and 1:20 scale Lotus 88B in its range isn't enough. Collectors and model builders in both those ranges have been dealt severe wallet indentations so now they decided to pick on people like me with poorer eye sight and the need for bigger scales by introducing anytime soon, a full detail kit in 1:12 scale of the famous (or infamous) Lotus 88B. You know the one, that twin chassis car which was passed as OK by the scrutineers at the British Grand Prix then protested by the miseries in other teams who feared the Chapman technology had double-sixed them, yet again.

Initial images of the kit which will feature the usual MFH high spec components, including a video of the twin chassis working (see MFH website), shows yet another magnificent model in true MFH tradition and catapults the kit straight to the top of the must have list.

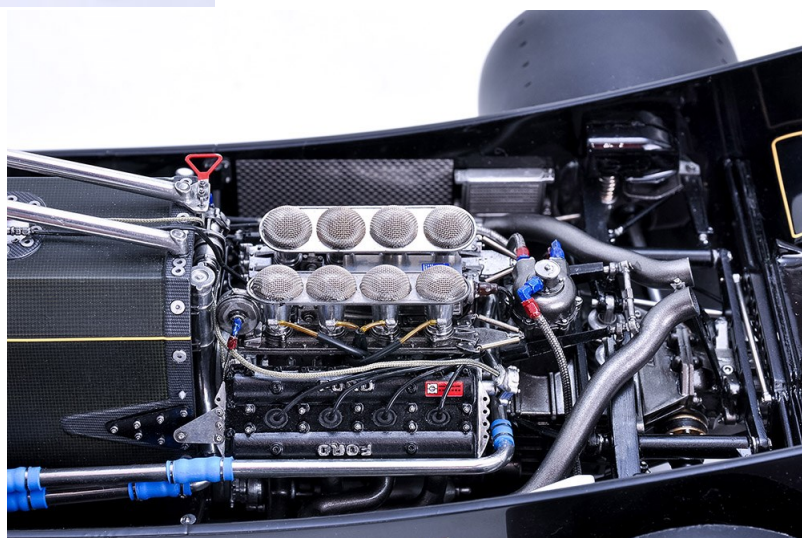
Many of us have this problem, if you had a drink problem or a gambling problem, you will find a helpline where you could pick up the phone and speak to a councillor. However, if you have an addiction to Lotus kits there is no such help. That list of kits to build will just keep increasing exponentially. Like most addicts, denial plays a part at some stage, I can give it up whenever I like sort of attitude but we all know this is just tosh. I even convinced myself and I also told you lot, that my stash of kits would be reduced because I don't have enough lifetime left to build them all. I even prepared many for sale with descriptive text ready for



adverts and easy retrievable images to go with them. How many have I sold? None. Here I am, still patiently waiting for the Beemax Lotus 99T and then this happens, MFH dangles this huge hook and I willingly grasp the bait. It isn't any use asking someone to save me from myself, I am beyond redemption. Wallet? Prepare to be savaged.

I expect the price to be somewhere at the sharp end of £600, the model is advertised on some websites but the UK usual vendors such as HIROBOY and GRAND PRIX MODELS as yet, haven't listed the model for pre-order. Andre at Grand Prix Models confirmed however, that they will be offering the MFH model soon. Keep an eye on their website and social media feeds.

Superb, not much else to say.



Lotus Europa mystery model



The amount of Lotus model knowledge revolving around the Kit Lotus readership is phenomenal, in fact I would go as far to say that there must be enough information to develop a university degree course in the subject. However, from time to time something Lotus comes along with a completely unknown pedigree and despite best efforts to trace an origin, the trail goes cold. Which is where my statement about the Lotus knowledge comes in. Have a look at this Europa, get the brain cells twitching and help come up with an answer for Clive Rigby who, even if you are one of the head honchos at SPARK, has a passion for Lotus that includes collecting Lotus models.

“While rearranging models on my shelves, it occurred to me that the Europa in the pictures below might be of interest to your readers as it is probably fairly rare.

Vac formed in 1/24th scale and shod with slot racer type rubber tyres, I bought it in about 1972 from a collector's toy and model shop on Finsbury Pavement in London.

I forget the shops name. I was told at the time by the shop assistant that it was a “promotional” model but am not convinced that that is true.”



I still haven't made any inroads into getting rid of my surplus model kits some of which, including this Fujimi Lotus 97T appeared in the last issue.

I'm offering this 1:20 scale Kit together with a full set of TABU Design Carbon fibre decals and a set of TABU Design John Player Special decals. It also has a STUDIO 27 set of photoetched upgrade parts for this 1985 Belgium Grand Prix version.

I'm asking for £100 for the combination and for that I will post it free in the UK.

Interested? Email me kitlotusmail@virginmedia.com

1:8 Mark 2 Scratch-build project update.

It is three issues since the last Mark 2 scratch-build update, mostly because that fancy pants 1:8 Lotus 72 arrived and the plan was always to halt the scratch-build to complete that project. That's out of the way now so back to sharp knives, hot irons and sore fingers.



First a question, who can tell me what these pliers are? I have had them since my apprenticeship days and whilst finding the odd use for them over the years other than what they were intended for, they finally found a niche to take them out of retirement. I have found them handy for holding metal parts together with one hand whilst using the soldering torch or gun in the other.

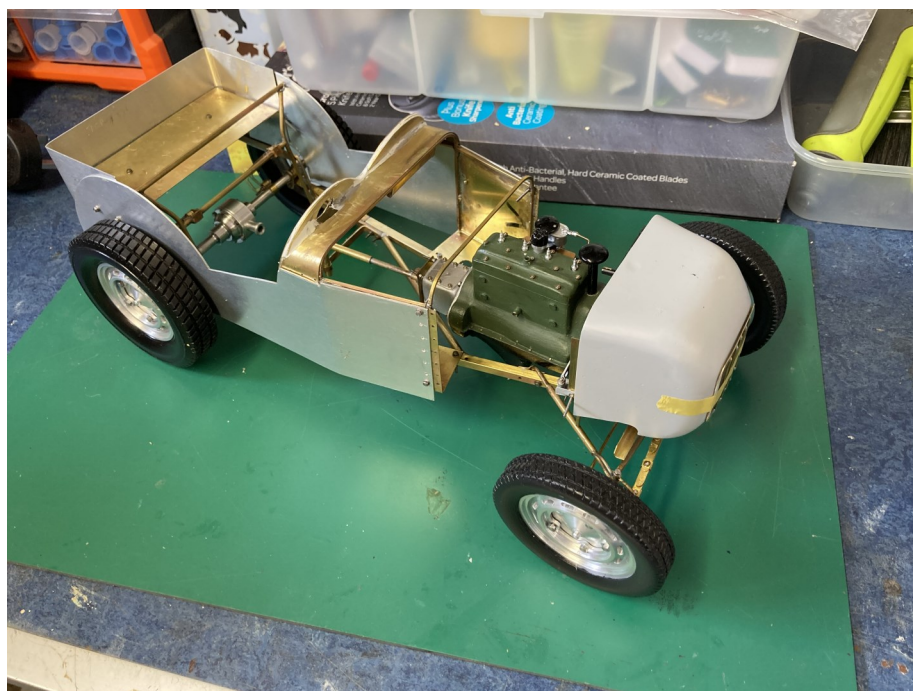
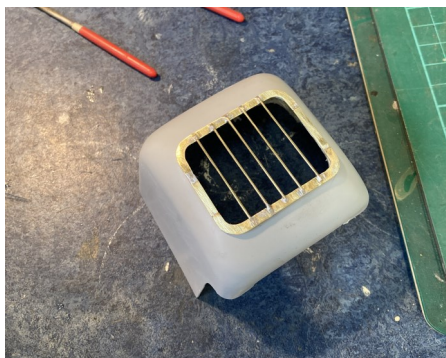
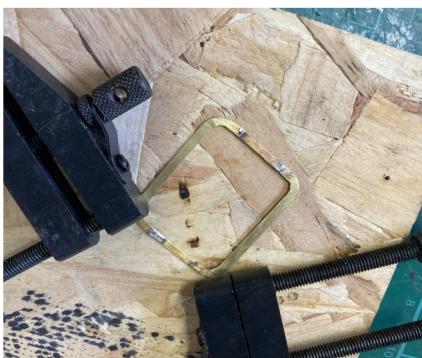
No prizes but I will be pleasantly surprised if someone recognises them correctly. I will give you a big clue, I served my apprenticeship at Bentley.

Speaking of soldering, I did some more work around the scuttle area which enabled me to first fix the body side and rear panels and to secure the body/ chassis fixing points. A sort of car shape is starting to emerge now .

The grille was made in sections and then the vertical wires soldered on and the dashboard is looking good with a set of aluminium instrument blanks from the lathe of Pedroza

Consulting PLC. Just need to raid the Demon Tweaks catalogue for the dial faces. Always a handy tool to have on your workshop shelf. The same machining genius made the pair of headlamps (bottom left) that will sit behind the front grille. Tob be continued.

JT





GP Replicas have five Lotus 80 variants for us in 1:18 scale including no less than three versions. These represent the Andretti wingless test version and the Reutemann test version with and without wings. The two race versions are both Andretti cars from Monaco and Spain, all versions are from 1979. No stone unturned. Pre-order essential.

Scott Dunbar is the man behind Grand Prix Decals, he began making decals for himself, the missing tobacco stuff mostly and for his own projects. Now he gets asked to do a lot of decals but most requests are turned down unless it is for Lotus or a special project like the LEGO 98T featured earlier. It was Scott who put me on to Gordon Attwater's LEGO Lotus . Initially, that project was a Lotus 97T until Scott pointed out that the square front wing would be ideal for a 98T. And so it went on and gave Scott the opportunity to try vinyls instead of his usual waterslide. There was a lot of back and forth between UK and New Zealand because in his own words “ not everyone is obsessed with the details” But this paid off in the end as Gordon himself said how difficult it is to lay the vinyls on to the LEGO shapes , Scott's persistence ensured how good the outcome was.

GRAND PRIX DECALS

One thing Scott does is often to take inexpensive 1:43 'F1 Collection' models and do driver conversions. So for example, the Lotus 79 model is sold as Mario Andretti. “ Initially I made the missing JPS logos, but of course I will convert anything Ronnie Peterson drove”. Then, why not do the Jean-Pierre Jarier versions as well? So from one model you can have three not too far away from Minichamps quality.

Scott uses Facebook and Instagram but other than that doesn't bother with any advertising on the basis that “ No advert will convince anyone to buy Camel decals, if you need them, who doesn't want to but Camel decals”

You can look up Grand Prix Decals on the two mediums but, if you want Scott to make you those badly needed 1:43 decals, make sure you have a convincing case that your special project will benefit from his help.

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