



KIT LOTUS

Volume 17 issue 3 July 2023



1961 Hobbs Mecha-Matic Lotus Elite

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I went to a Garden Party

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

Welcome at last to the latest Kit Lotus, Volume 17 issue 3, late again but who is counting? Sometimes, things are happening which are quite time consuming like trying to progress some model building. Plus, we have had some brilliant weather which tempted some modelling work out doors that meant I could remain on the sunbed and retain some conscience that I wasn't shirking my Kit Lotus responsibility. You will read quite a lot about rivets in this magazine and as they can be a little repetitive, what better than to set up a small platform outside in the sun to reap the benefit of both worlds? Imagine the scene, sunbed, work platform, which is one of those aluminium folding step ups, about 12 inches wide. On top of that a normal green A2 cutting mat, the Lotus 77 monocoque, miniature drill, super glue, grab sticks, scalpel and a bag full of MFH 1:12 scale rivets. A rhythm soon evolved. Open the hole with the drill, chamfer the hole with a sharp scalpel, add the super glue through a 1mm applicator, cut off the rivet from the sprue, pick up with the grab stick and insert said rivet into hole. Use the back of the scalpel to hold the rivet in place whilst the glue takes. What could be easier? Combat the heat with a cold one kept out of the sun under the work stand. All going well until I realised things were sliding off the cutting mat and that the cutting mat was now a "U" shape draped around the work stand because it was so hot. It sounded like a good idea at the time but the quit whilst ahead proverb kicked in and the sunbed won. Cooler stormier weather has since ensured rivets are fitted in the workshop.

Nothing stands still in the world of Lotus models and a couple of significant changes have occurred or are occurring. Firstly I have to mention the LOTUS MUSEUM LITTLE (*Kit Lotus Volume 16 issue 1*). For many years under the stewardship of Marc Hogenkamp, is up for sale. Marc has amassed what is probably one of the worlds largest collection of Lotus model cars and memorabilia, all this, plus his beloved 1969 Lotus Seven S3 are up for sale. Valued at more than 1 million Euros, Marc wishes to sell the collection as a single item and is looking for initial bids of 40K for the collection and 35K for the car. Why do I mention this? Because his collection has attracted the admiration of Lotus model enthusiasts world wide for many years and whilst not asking the reason behind the sale which is private, I, on behalf of all Kit Lotus readers wish him every success in obtaining his ambition and that whatever future chapter he takes, it is filled with fond memories of his Lotus years.

Another major blow to Lotus model enthusiasts is the passing of Misao Hiro, founder and president of Model Factory Hiro. A press release dated June 27th said:

"It is with great sadness and heavy hearts that we are to inform you that our founder and president of Model Factory Hiro, Misao Hiro, has passed away on 20th June due to illness, he was 63.

We would like to express our deepest gratitude to all of our business partners, distributors and customers around the world who have purchased our products, and we would like to express our deepest appreciation for your kindness and support during his lifetime.

A viewing and funeral was held with immediate relatives.

Future plans for the company including the appointment of a successor representative will be made in a separate statement in the future.

Mr Hiro was well known for his love and passion for cars and car modelling, and sought to add more creativity to his kits. Over the years he has passed down his passion and design philosophies to our employees and all the staff at MFH will do our utmost to carry on his passions and philosophies into our designs and products without change in the future.

We look forward to your continued support in future"



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

Kit Lotus editorial continued.....

Unfortunately, sad news doesn't end there. I was saddened to hear of the passing of Ian Scott-Watson, the man who sparked one of Lotus enduring legends by influencing Jim Clark from Young Farmers night rallies in the Scottish border regions to double world champion and the mainstay of why many of us are nuts about Lotus. I was given the pleasure of meeting Ian during the 1996 FIVA World Rally when I ran a Time Control opposite the Jim Clark Room in Duns. He volunteered to help man the control with me, checking the competitors time cards (*Kit Lotus volume 1 issue 3*).

Many years later I met him again at a Donington Park Lotus event and he was still the gentleman who was happy to chat about Lotus stuff and remembered the event in Duns. I got a nice letter from him when I bought a copy of his book *Black Sheep in the Fast Lane*. We have lost another Lotus statesman but the stories and memories for all of us will endure.

Now for some good news. There is a variety of lotus stuff for you to enjoy in this issue and in particular about the fantastic Classic Team Lotus Garden Party.

Peter Radcliffe reminds us that there is always a way to increase you model collection if the model you are looking for doesn't exist. **Eric Westra** adds some extra detail to his Pocher Lotus 72D with a helmet conversion in that familiar Emerson Fittipaldi livery. Our '**overseas correspondent**' reports from the world famous Shinuoka model fair and I would like to thank **Mrs Fennell** for translating some of the text from Japanese into English. There is news about the new De Agostini Part Work Lotus 97T and we hear about the continuing generosity of Kit Lotus readers to their fellow enthusiasts.

Something missing of late are project updates from Peter and Simon, my two co-exhibitors, but don't worry they are both hard at work on their various projects. Simon is painstakingly building his MFH Lotus 49B in 1:20 scale and, working with Peter, creating a 1962 version of the Tamiya Lotus 25. Peter is waiting to put the finishing touches to his magnificent 1:8 scale Lotus 59b. He is having the tyre tread 3D printed but the Printer is tied up with his day job having to look after actresses like Michelle Keegan during some filming of a new drama series and can't tear himself away, hard life for some!!! So you will have to be content with updates from my MFH Lotus 77 project and the MK 2 scratch build.



Simon and Peter's work in progress, Left: Simon's MFH Lotus 49B coming along nicely and Right: The Tamiya Lotus 25 strapped to the operating table at the point of no return, after the anaesthetic it will morph into a 1962 Lotus 25 body panel set.

We modellers always like to have the next bit of fancy kit to help us, me being no exception and I have two neat ideas to share with you, one I have already successfully tried and the other I am eagerly anticipating. Thanks to Gary David for the second one.

I hope you enjoy this issue. My apologies again for its lateness and just to give you the heads up, I will be having a holiday this year which will be part of me and Mrs T celebrating our Golden Wedding and as such the next issue will be later than normal. Thank you for all the contributions, as usual, mistakes are entirely my own work.

JT

Our Man in (~~Havana~~) sorry, Shizuoka

Clive Rigby

Shizuoka Hobby Show is an annual event held in Shizuoka, Japan, showcasing various hobbies including plastic model kits, radio-controlled cars, trains, and diecast and resin scale models. The event features exhibitors from around the world, including major hobby manufacturers, and attracts thousands of hobby enthusiasts each year, this year being the 61st Hobby Show in what is the world capital of plastic models. The Shizuoka Hobby Show offers a unique opportunity for hobbyists to explore the latest products and technologies in the industry, as well as meet and connect with fellow enthusiasts but unless you live there or you work within the industry, opportunities to visit are rare. This year was different. At least very tentatively and with a tongue firmly fastened into a cheek, we can say that Kit Lotus had a man on the ground, actually in the show, the man being Clive Rigby and to be fair, I didn't know we had a man 'in' the show until I received some great pictures from Clive of a couple of Lotus models, one built and another yet to arrive in the UK.

The show took place over five days from May 10th to the 14th, the first 2 days being trade only days and the middle day reserved purely for school children. Days four and five are open to the general public.

The 32nd Model Club Model Lover Joint Exhibition was held concurrently with the Model Fair on the public open day. With more than 10,000 pieces on display from modellers, including clubs from Japan and overseas, this is one of the largest model exhibitions in the world. Also, at the nearby Shizuoka City Minami Gymnasium, there were events exclusive to radio controlled models where visitors were able to fully enjoy RC cars, such as driving experience events with Toyota and other actual automakers, races, and RC assembly workshops. Overall, The Shizuoka Hobby Show attracts more than 70,000 people from locally and abroad to visit every year, and it can be regarded as one of the large-scale exhibitions in Japan. Japanese domestic manufacturers exhibit the latest products such as assembled static models, remote control models, and railway models. Buyers from Japan and abroad are attracted to the show either for client meetings with manufacturers or to order goods. Shizuoka City accounts for 90% of the shipments of assembled static models in Japan, and is known as the "City of Models".

Well known brands such as Tamiya, Bandai, Hasegawa, Kyosho and Studio 27 appeared on the exhibitor list but I couldn't find Model Factory Hiro (see editorial).



Shizuoka continued.....

The main focus of attention was the Tamiya display, but Clive also described the opportunity to pick up more Lotus models for his collection from vendors. Before that, Clive sent these pictures of two 1:12 scale Monaco winners. First this beautiful build of the MFH Transkit which converts the Tamiya Lotus 72D to the 1974 Ronnie Peterson Lotus 72E (Monaco and France) pictured on the previous page and below. Take away the backdrop and it is nigh on a real car, an absolutely brilliant build by Hammakuku, who suffers like all those who build MFH kits, from rivets (not rickets) confessing to using more than a few on the monocoque and rear wing.



Below, and just to tease us who have this model on pre-order, is the NuNu/Beemax 1:12 Scale Lotus 99T driven to Monaco Victory by Ayrton Senna in 1987, we wait patiently for this model to arrive in the UK which I am told should be around September and by the time it arrives I expect it be priced around £250. Changes to the UK importer is apparently also part of the reason the 99T isn't yet on our shelves. It looks to be a well detailed kit and the image shows what looks like undertray templates. Looking across to the centre left of the picture, the Lotus 99T undertray is the same shape as these templates and it looks as

if one is a decal template and the other possibly a drilling template. It also looks like we are going to get a set



of carbon fibre decals included and a decent array of photo etch although, there is on that sheet, the dreaded Goodyear tyre stencils for the raised lettering on the tyres. That will need a dose of looking at when my kit arrives.



Shizuoka continued....

The Shizuoka event is a big deal for model collectors and has many vendors, always a danger for Lotus enthusiasts including Clive as a browse will often reveal some irresistible secrets. As you know from my previous articles, the Japanese love the Lotus Europa so it is no surprise the event throws up some rare and interesting examples. However, Clive often finds that the box art is much better than the box contents. Brands such as Bandai, Yodel and Crown all have Europas which of course must include one with a fictional race livery, this one being from Yodel in 1:24 scale .



Prices vary from 2000 to 4000 JPY (about £10 to £20 in UK equivalent) with some rare kits fetching 45k to 90k but Clive found nothing Lotus related in that category .His favourite purchase of the day was the Yodel 1:43 scale motorized Lotus 99T, yes, at that scale it even has a motor. Clive liked the box art in particular and it was in good condition and even though it is a toy rather than a model, snapped it up. Clive is the first Kit Lotus reader to say they have been to Shizuoka Hobby Fair and for me, every issue is a school day, having never come across plastic models from Yodel before. (images Clive Rigby)



Classic Team Lotus Garden Party celebrating 75 years of Lotus

*"I went to a garden party
To reminisce with my old friends
A chance to share old memories
And play our songs again "*

Apt lyrics from Ricky Nelson who wrote the song 'Garden Party' and performed it with his Stone Garden Band, summed up a unique atmosphere at a unique event. Being invited to garden parties is a rare thing for me and to be asked to put on a Kit Lotus display at THE garden party was a huge honour especially as that garden party was organised by Clive Chapman and his Classic Team Lotus organisation. The party was to celebrate the 75th Anniversary of the founding of Lotus Cars by Colin Chapman and Hazel Williams, later to become Mrs Chapman. Not only that, the event, limited to 200 guests, marked the official launch of the Chapman Heritage Foundation and the launch of the latest Colin Chapman biography from William Taylor whose superb books we know from his Coterie Press organisation.



The event took place in the grounds of East Carleton Manor, the manor house built by Colin in the 1960s on the site of the previous manor. Hazel Chapman became a renowned gardener and the superbly laid out and beautifully maintained grounds set in pleasant Norfolk woodland was a fitting venue for such a prestigious event and a huge legacy of Hazel's efforts over the years.

The manor house, looking splendid in the late spring sunshine was the centre piece of a very classy display of the 75 years of Lotus. Arranged in the grounds were many of the Classic Team Lotus collection cars. Under a large marquee were six of the surviving Lotus 72s, all in the black and gold livery of John Player Special. In the courtyard garages were the early cars starting with a Mk 1 show car replica being built by CTL as a follow up to the Mk 1 show car built for China. Alongside it, the Mk 2, Mk3 and a MKVI. In the next garage the famous SAR 5 sat alongside a super Lotus Cortina. Modern Lotus, Emira, Evija and Eletre were stationed in front of the imposing backdrop of the house itself.....



Classic Team Lotus Garden Party continued.....

To the rear of the house and on the Horseshoe Lawn, a huge marquee was set up with 25 tables adjacent to the rear steps of the manor from which Clive welcomed the guests and gave a short speech announcing the Chapman Foundation. He unveiled two bronze busts of Colin and Hazel and announced that plans to create East Carelton Manor as the centre of the foundation and a venue for appropriate events including guided tours of Colin's study rather than as a family residence, were underway.



Guests were invited to take their seats for the launch of the two-volume book, by William Taylor, *Colin Chapman the Biography* before being given time to explore the gardens and of course visit the Kit Lotus display in the pool room.



The pool room is a brilliant space with a pool, naturally, a seating area, a full kitchen at one end and changing rooms at the other, all enclosed under a glass roof with sliding glass doors to the front., certainly large enough to accommodate the Kit Lotus display, which we tucked as far into the room as possible to

combat the heat from the sun. Around the pool were all of the CTL 1:8 scale collection of cars that included the Amalgam models early cars that belonged to Colin Chapman and including 1:8 scale Lotus VI for example which I have only ever seen in photographs. There was the Lotus 25 presented to Colin for winning the 1963 World Championship. Although the weather was superb, this didn't help models in acrylics cases close to water, it must have created quite a bit of humidity as many of the cases were fogged with condensation, hence the lack of some images .. Various wind tunnel models and component patterns were arranged across the back of the pool but in the pool (just like you would expect to find in an indoor swimming pool) was one of Clive Chapman's powerboats from his junior days. Another neat feature during the day was Mark Rudling from CTL building the POCHEP Lotus 72D alongside our display which attracted a steady stream of visitors. Outside, the marquee was the setting for lunch and a variety of films and presentations including discussions between special guests Mike Costin, Bob Dance, Martin Donnelly, Johnny Herbert Chris Dinnage and Mike Kimberley the former CEO about their various Lotus days.



On the lawn outside the marquee was a large Lotus badge marked in the grass. Every attendee was invited to stand within the badge whilst a photographer took the image from a raised platform. Every attendee was also invited to sign a poster about the event to create another unique feature

Classic Team Lotus Garden Party continued.....

Lotus cars of course were the main theme and dotted about the gardens were significant Lotus models from Essex liveried grand prix cars to Lotus road cars. In the Lake was a second Clive Chapman powerboat which has recently been restored ready for the water, but in a row of gazebos was the 'wall of sound'. Lotus 12, Lotus 25, Lotus 56B, Lotus 79, Lotus 127. Each car was fired up in turn, apart from the Lotus 12 which just wouldn't start (I used up all of my camera battery taking videos of at least six failed start sequences). The 25 with Bob Dance at the wheel fired first time of course. Johnny Herbert was in the turbine cockpit, and Martin Donnelly in the T127. The noise was awesome.



Our display attracted most of the visitors at some point during the day and featured the debut of the 1:8 scale POCHEr Lotus 72D. Simon brought along his superb 1:20 Grand Prix cars and in absentia, having decided Santorini was a better offer (just kidding), Peter sent his wonderful Lotus XI chassis, his 1:5 scale engines and of course Mr Chapman himself at his drawing board. I was able to compare my 1:8 MK1 to the 1:1 show car being built by CTL and whilst my car is modelled on the replica in the Barber Museum, CTL have done some deeper research showing a couple of significant differences which, will find their way onto my model matching it more closely to the CTL version. Several of my 1:12 models, the 1:8 Lotus 18 and my 1:8 Mk 2 'work in progress' made up the display. Our guest book saw more signatures of Lotus people added including all of the special guests. There is one thing I must own up to, and that is, the atmosphere of the day was so good that it became so easy to become involved with talking to many people about Lotus and the cars and the many stories, that I completely failed to get any decent images of our display.



It wasn't overlooked that we were being given the privilege of attending an event in the garden of East Carleton Manor, a garden that became well known in its own right having been lovingly created and cared for over many years by Hazel Chapman. One of her specialities was Clematis, so much so that one has been named after her and many mature plants of the variety "Hazel Chapman Clematis" were available for visitors to take away for the price of a donation to a hospice charity.

Now me, I can't seem to grow Clematis at any price and in any case, after packing Kit Lotus into the back of the Volvo, there just wasn't room for any kind of plant, the charity however, did receive a suitable donation.

What a wonderful day. Thank you to Clive for inviting us, thank you to Clive's family for making us so welcome and thank you to all those Kit Lotus readers, several from overseas, who came to say hello.

DE Agostini 1:8 scale Lotus 97T part work model

Following on from the Garden Party, one of the things I was hoping to quiz CTL officials about was the release of the DE Agostini Lotus 97T 1:8 scale Part Works model and as it is a fully licenced product by CTL, when would we be seeing it in the UK? It is understandable that Brazil and Portugal had it released before the UK due to the Ayrton Senna connection and the shared language, an easy marketing start for De Agostini and who would blame them. At the time of the garden party, the UK launch hadn't quite happened but CTL did confirm it would be and very soon as it turned out, just a few days later. To whet the appetite, there amongst the 1:8 Scale CTL models around the pool was the 97T and alongside it a set of all the parts in their bags. The 97T has been a long time in the making and a CTL spokesman said that the sample parts had only arrived in dribs and drabs over a very long period. I remember seeing some of the parts about the time CTL moved into the new premises and stuff was still waiting to be put away, that doesn't detract from having a great model arrive, it is just interesting to see the length of the gestation period. Back to the model....

The 97T would always have to be an important feature in Kit Lotus. Not least it signified a return to the winners circle and an optimistic chance of more driver/constructor championships with a Senna/Ducarouge combination. Sadly the latter didn't happen but the legacy was one of, if not the, fastest Formula 1 cars at the time with stunning looks as you would expect from Lotus. The 97T continues to be a favourite amongst modellers and collectors and is one of the key attractions within the Classic Team Lotus collection albeit in 1:12 scale just now.

These significant models come along and enthusiasts are just that, enthusiastically anxious for any information, what it is like, how to get your hands on it and so on. In that respect it is now available to UK collectors on the Part Works principle by subscription.

Pay a very small introductory price and then get a monthly magazine which comes with the next set of parts. I think the first is £0.99 then £10.99 thereafter for each components set. You also get a free 1:43 version of the car. All very straightforward and you can cancel any time but that will leave you with just part of a Lotus 97T.

The detail on the model looks very good and the construction is labelled as not too difficult so happy days. Get your subscription in, sit back and enjoy, but don't ask how many sets of parts will be needed.

So what is De Agostini? Well, it is an Italian company with a long history. They were cartographers first, producing maps and travel documents as far back as 1901. By 1959, they had moved to part work sales of encyclopaedia in bit sized sections totalling 312 magazines of 32 pages. By the nineties this model had spread to many publications but then in 2000 physical collectibles and scale models were introduced across several fields of interest including jewellery. Since then things just got bigger with the large scale model cars and ships becoming more and more popular. Fortunately for us, De Agostini finally homed in on one of our own. The Lotus 97T. However, trying to persuade De Agostini to share more than what has already been published about the 97T is another story.....



Very hard to get the right picture with so much light and reflections when you are armed only with a phone. But these are De Agostini Lotus 97T parts and models in the near background. The rest on the pool perimeter are the CTL collection of 1:8 models, majority being Amalgam

DE Agostini 1:8 scale Lotus 97T part model continued.....

I was planning a splash in Kit Lotus magazine showcasing the 97T and as I also write stuff for Absolute Lotus Magazine and Club Lotus News whose readers are also very much interested in what is going on in the scale model Lotus world, I suspect they too would enjoy some more information. Unfortunately, due to either bureaucratic 'jobsworths' or someone just can't be bothered, that may not be possible.

In the fifteen years of producing Kit Lotus, I have always made every effort to respect the copyright and intellectual property of others and I make every attempt to obtain permission to use images and material wherever I can, bearing in mind there is no cover charge for the magazine and coverage benefits the model manufacturer so it couldn't for a second be construed that by having an image belonging to a third party in the magazine would somehow mean Kit Lotus would be a financial beneficiary. I don't think it is wrong to have a moral compass so when I see models for instance being ripped off by individuals thinking they are doing us all a favour because they can copy something quite easily on a 3D printer, and sell them via social media, I refuse to feature them. Likewise, when it comes to the pictures I feature, you can usually find an image credit somewhere and the Lotus 97T would have been no exception, if that is, De Agostini had given permission.

As soon as the news about the launch of the 97T broke, a request to De Agostini for permission to use images was quickly zapped across the email. It took a few days before they came back and enquired who I was and what I needed the permission for, despite me having provided this information in some detail with my original request. Having replied in yet more detail, explaining that their request to see my social media feeds. Instagram and Twitter coverage couldn't be met because Kit Lotus is purely a web based magazine without a real need for the frenzy of social media other than a group page. They took a few more days to respond before deciding this request was in the too hard to do box and referring me to their 'media consultants' who have all the pictures. Deep breath, I followed this latest request and provided chapter and verse yet again. The outcome? They didn't hold the images I was asking to use and referred me back to De Agostini!!!! I gave up. You and I both know that the model will be superb and well detailed. It isn't clear yet whether the JPS livery will be available with the kit but you can rely on after-marketeters being able to sort that out for you. I can't grasp why the organisation would be suspicious of providing permission to

*Image of the Lotus 97T from De Agostini
Or it would have been if they had given permission
to use an image.*

use an image that will resonate amongst a target audience specific to their product, and it is free publicity.



*The 97T is going to look great
Sorry about the lack of a detailed image.*

What goes around.....

If there is one thing I have learned during my time creating Kit Lotus, it is that enthusiasts are very knowledgeable people with a nature that is both sharing and encouraging, an early example begins within the initial origins of creating Kit Lotus. I exchanged a copy of the instructions for the Tamiya Lotus 49 with English text for what turned out to be over twenty years of friendship. I've tried throughout to maintain an outreach to fellow Lotus model enthusiasts and have been rewarded in spades to the point that has become common place with people volunteering information, parts, kits and models, even whiskey!! for services rendered. If I know that there is something I have in my Lotus archive or collection which would be better off with another enthusiast the case has been to part with that item, most recently a Mike Serrurier Lotus MK VI kit went to a better home, because it fitted the project which the fellow modeller was working on. If there is information or practical assistance to be had, its yours if I am able to provide and it is always pleasant when Kit Lotus readers participate in this form of medieval cashless barter, which shows no sign of abatement.

I receive emails from lots of Kit Lotus readers all over the place, asking about Lotus models, seeking help or just having a good natter about our favourite subject often in the knowledge that distance and time will inevitably prevent a face to face encounter but the topics and the camaraderie are just as good, but when, like



at the CTL Garden Party, people seek you out and put a face to a name, the reward is immense. Having shared emails with Andrew Beint recently and been on the end of his generosity, I finally got to meet him at the Garden Party and his first intent was to offer a couple sets of Studio 27 decal sheets to Kit Lotus readers who might be contemplating a Lotus Esprit 1:24 conversion to the limited edition Series 2 World Champion version. The set includes all of the gold lining and wording to achieve this. The Studio 27 part reference is ST27-DC1146 if you need to check. The sets are here for you, there are two so two people can benefit. If you are interested, there is no payment needed, these are a gift from Andrew, just drop an email to me saying why you need them and promise to send a picture of the model in return.

I can't recall how we got on to the subject, but Andrew and I were chatting about the Spark Lotus 119 Gravity Racers and how I had one missing from my collection. Andrew does no more than offers a pair of Lotus 119s. He has them in his collection but isn't sure why he got them in the first place, they are surplus and now my

collection is complete. This also means there is one Lotus 119B spare and Andrew is once again happy for this to go to a Kit Lotus reader for free. As with the decals, drop me an email saying why you have to have this rare Spark Lotus model but you must need this to complete your set of three and promise in return a photo of your Lotus 119 trio.

Whilst still feeling generous, my late friend Mike Serrurier, when he came over from South Africa to stay for a few days in 2018, gave me a box of his quirky 1:43 scale early Lotus kits. There are some surpluses which I will never have chance to build so I would like to give them to someone prepared to build them and tell us all about it. I have the Mk 1, Mk2, Type 14 and Type 15. I also have a 1:24 scale Lotus 23 which Mike copied from a Revell kit. They are a bit rough and suffered some transit damage on the long march from Durban to

Heathrow via Dubai but if you fancy a challenge, drop me that email. I have enough to build and it would be great to see Mike's generosity rewarded by having all the models built and cared for.



1:8 Scale Emerson Fittipaldi Helmet

Like many Kit Lotus readers, Eric Westra is busy building his POCHER Lotus 72D in magnificent 1:8 scale, but, Eric decided he also needed a scale replica of Emerson Fittipaldi's race helmet to go with it.

There are several 1:8 scale helmets available, but not this one, so Eric got hold of a stock TRUE SCALE MINIATURES Mark Donohue version and set about converting it to Emerson's familiar colours.

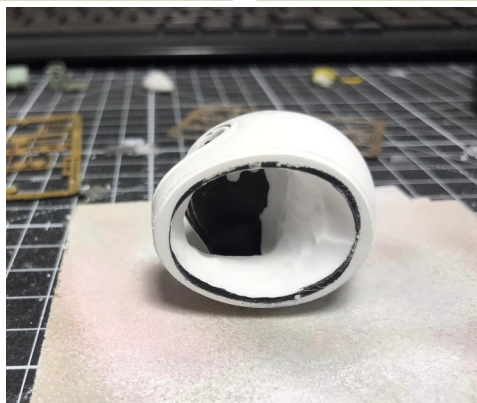
The Donohue helmet required a full sand first to take the colour back to a bare shell before spraying a base red, masking that off and adding the black (*ed note: was it black or was it blue? This question is often asked but the general concensus was that early on in his career, the helmet was black but turned to a very dark blue later on. Opnion?*) The visor was made by vacuum forming 0.2mm clear plastic and the decals came from a Tamiya 1:12 Motor Racing Team Driver set, Emerson Fittipaldi of course and with the JPS decal from a 1:43 kit. Before applying the decals, the helmet received a thin layer of clear coat. After applying the decals, a further two coats of clear lacquer sealed them in. The visor was assembled using aluminium parts from RB Motion and whilst Eric still has the straps to do, the helmet will look great alongside his POCHER 72D.



Start



Finish



Journey



Hobbs Lotus Elite Mecha-Matic conversion

Peter Radcliffe

There is always a gap in the collection any model car enthusiast and either waiting for a maker to release a new model or accepting that there will always be a gap, are the general options for many of them. If however, you are just a little bit prone to making models and have the skills to match, that gap can be usually plugged by some modifications and scratch building, whatever the scale.

One evening after a conversation with a good friend that included the subject of Jim Clark and a photograph of Jim driving the Hobbs Mecha-Matic Lotus Elite on the banking at Daytona, Peter Radcliffe and his friend being devoted Jim Clark admirers, both thought that a model of the car was needed. Peter decided to look into the project but at the time, only black and white pictures could be found. Despite being determined to find colour pictures, Peter's searches came to nought, but undeterred, Peter decided to try and trace David Hobbs for help. An email address was found and a request sent for help. Very shortly afterwards David, who at the time was having dinner with company, replied. Peter could only assume the dinner was not particularly interesting as over the next hour, David sent several images and Peter was able to tell his friend the same evening, that the mystery was solved. This was about three years ago and since then David has written a book and there is also a colour image in David Tremayne's book.

Lotus Elites of course were very popular GT cars during the sixties, renowned for their speed and handling from such a compact package. The significance of the Hobbs Elite was the automatic transmission pioneered by Howard Hobbs and at one point, in line for a tie up with Ford for their cars at the time. Unfortunately, Ford chose to partner with Borg-Warner and did so for many years. Unsurprisingly, the transmission came to the attention of Colin Chapman, always looking for a faster gearchange, hence the "Lotus Queerbox" and suggestions Published in Motor Sport Magazine at the time.... That Colin was thinking of trying the gearbox in his Lotus 25 made the rounds although it can't be reliably informed. Jim Clark apparently, having had the chance to race the Hobbs Elite at Daytona was rumoured to have had the transmission fitted to his road going Elite.

Having made the contact with David Hobbs, Peter's project had great potential and his solution was to buy some 1:43scale IXO Elites and rebuild them. IXO is a maker that produces some fine diecast models with excellent detail and usually at prices that will not break the bank and so Peter got hold of five IXO Elites from ebay and set to work, although one of the cars is destined to become a 1962 Jim Clark Daytona car, another of his 'gaps', leaving four to be converted to the Hobbs car. Having that direct contact with David, Peter was able to get hold of some accurate information about the car. David was able to provide details even down to the car's interior as well as information regarding the correct colours.

Peter completely stripped the five IXO Elites including removing all of the existing paint from the bodysHELLS and after much searching and research came up with correct shade of red to repaint them over a white primer. Photographs in period showed that the car had a grey interior with red seats and red door cards.....



Hobbs Lotus Elite Mecha-Matic conversion.....

After painting the bodyshells, the conversion became pretty straightforward requiring the correct paint colours and a good set of decals. Peter applied the newly arrived decals with intention of fitting the lights etc afterwards. The decals are the work of Maurizio Colella who works under the MC Decals banner, from Milan (<https://www.facebook.com/MC59decals>) . Maurizio can help you with your special project. The decals are similar to those we are familiar with from INDYCAL, each one needs to be carefully cut from the sheet as the cover coat is over the entire sheet. Peter used Tamiya Decal Fix and for the front wrap around in particular, a



Decals applied

The initial paint finish was considered a bit too dark so after another strip down to bare metal, a white primer did the trick



Ready for lights to be fitted and a final polish

technique I am familiar with, the use of a hair dryer.

The original IXO dash panel is a good representation and so these were retained along with the wheels.

New clear acrylic side windows had to be made.

Re-assembly presented very few problems and the result is really neat looking Lotus Elite conversion and another 'gap' closed, one of the finished Elites is going to David Hobbs .



www.kitlotus.org

MFH Lotus 77—1:12 Transkit restoration

I always fancied one of these Model Factory Hiro Transkits of the Lotus 77 and should have bought one much earlier when they were current, but, as too often happens, I never got around to it and they became as rare as rocking horse poo whilst they gained in value. I would hazard a guess that most of those sold reside in boxes on shelves and that built examples are few and far between. I decided once I knew about the MFH Lotus 88B that I wouldn't make the same mistake so that has been secured and resides on my shelf, but more of that later.

As luck would have it, I finally found someone prepared to sell me a Lotus 77 for a decent price although it was a kit that had been started by someone else. This can be fraught with danger, for example I bought a Nichimo 1:12 Lotus Europa that had been started and found a few problems with significant parts missing that has affected my mojo to finish it. The car languishes in boxes half built, but with the 77, this hasn't happened, the started model has over 95% of its bits and, the person whom started the model made some good progress with what has been done apart from that is, the paint. All of the body parts and the main tub section, had been painted and an attempt to strip the paint back and disassemble the parts that have been started has also been made. I suspect, that at one time, the builder decided not to add the option of rivet patterns and then changed his/her mind. This hasn't presented any great issue other than the time taken to open the rivet holes and insert each individual rivet. We are up to several hundred already.



All of the body panels and the front wing had been painted but not to a finished standard, which was odd because most of the rivet holes were in the front wing section but without the rivets. The photo etch lip over the front edge of the cockpit was one of the missing parts so a plastic replacement was made and attached. The section cleaned up nicely so I added wing mirrors and gave it a flash prime to see if any faults came up. The tub was minus all of its rivets but that is now rectified and already we are in the several hundred especially now all of the rivets in the front nose cone and wing have been added.



MFH Lotus 77—1:12 Transkit restoration continued.....

..... A lot of the photoetch is missing as are the fixing screws. Fortunately, Mr Pocher left me with sufficient spares in the miniature screw department and, a lot of the photoetch can be replaced with aluminium sheet. The obvious parts are the inside of the tub, so I carefully cut some 0.6 mm aluminium to shape, then to achieve a rivet pattern, I marked the rivet lines on the rear side of each of the cockpit side panels then carefully using a centre punch, also from the rear side, produced the rivet pattern that could easily look like rivet heads on the visible side. Not only that, it is clear that quite a few areas of the model will never see the light of day once final assembly has taken place and so these areas will get less attention.



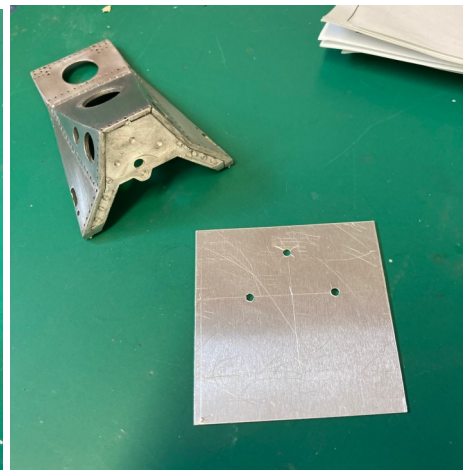
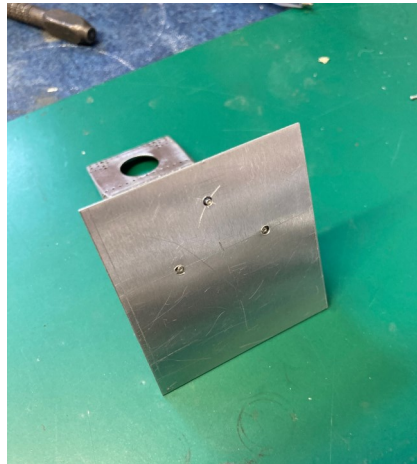
MFH kits are by nature, very detailed and requiring a fair amount of patience to complete. One big tip I can offer, not that you don't already know, is to take care with checking and opening fixing holes in components whilst remembering to check if they occur at later stages of the assembly. Time consuming but it will pay dividends particularly in areas like the suspension system where small screws are prevalent and getting things square and

level is a make or break aspect of the assembly. Making sure the holes are deep enough is important and if possible, gently use a 1.5mm tap, this will make assembly that bit easier.

As this is a started model, which has by the look of it suffered some paint disasters, rubbing down and cleaning the main parts is essential. When you are happy, such as completing the riveting on the body parts, use a light grey primer to flash coat the parts. This will highlight any flaws and point you back to fixing them. Caution here though, test fit as many parts as you can before committing to a final top coat and assembly.

The Transkit requires a Tamiya Lotus 78 donor kit, this in itself makes the decision to buy the 77 a difficult one in as much you will be left with an almost valueless box of what were expensive Tamiya bits. A bonus for me was the model contained most of the donor parts leaving me to think I might get away without cannibalising my Lotus 78 which I had hoped to build as the JPS version as I already have the 1977 Japan GP red Imperial version.

It is also hard to tell why my model is part built, did circumstances suddenly change/ It's just that quite a few parts have more than their fare share of dust and dinge whilst others, the majority of the white metal parts have been very nicely cleaned and prepared. How long ago it was started I will never know but I'm hoping to give it the new lease of life it deserves. Who knows, it might galvanise me to pick up the Nichimo Europa again.



Cool kit for modellers

To all those MFH modellers who have nightmares about rivets, your prayers are answered. This cool bit of kit is helping me no end. It is called a WOWSTICK that looks like a pen but is in fact a cordless drill that spins at 420rpm and is ideal for all of those small holes that are difficult to get to using a conventional drill press or hand drill. Heavy duty it isn't, but so far drilling holes in resin, white metal and thin aluminium and brass has proven no difficulty for me so far. The unit charges up using a USB cable. It comes with drill bits 0.6mm to 2.1mm. The collet is plastic but is capable of holding the drill bits provided you let the drill do the work and don't try to push beyond its capabilities. I found the drill on Amazon and it is a bit pricey at £53 but when you are trying to drill rivet holes using a hand held pin chuck, the benefit in reduced time will make you think it is worth it. Held as a pen, it works by pressing a button on the side which stops the drill as soon as you release the button. I have found it also give you a feel for where the drill bit is which makes it easy to predict when your drill bit is about to break through giving you the opportunity to avoid any snags or drill breakages.



Another really cool piece of kit comes in the form of BRUSHCAM. From US specialist tool manufacturers Micro-Mark.

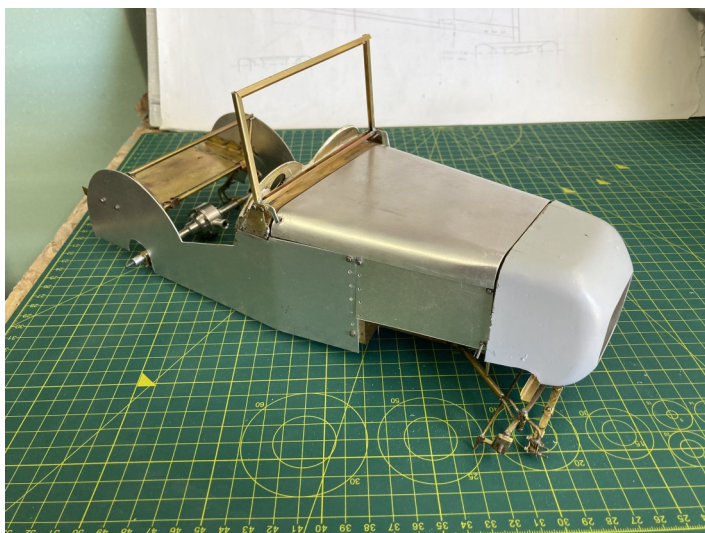
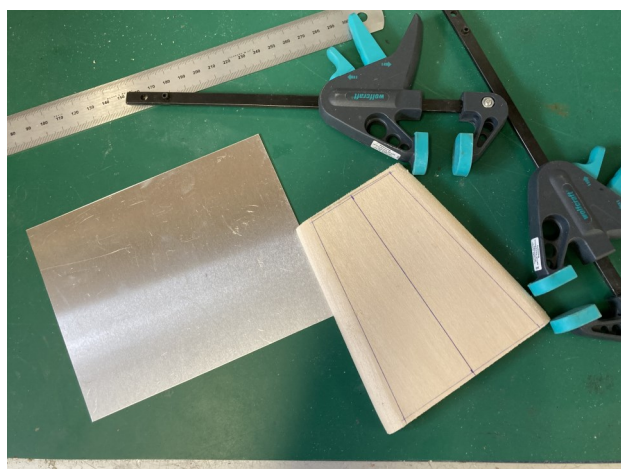
Using the latest WiFi technology, this amazing tool wirelessly broadcasts a sharp video image directly to your phone or tablet through a dedicated, easy-to-use app, opening up a previously unseen view of your work right before your eyes. It also provides its own brilliant illumination with a LED-lighted tip, so even the darkest recesses of your workpiece will show up bright and crisp onscreen. This camera and clamp assembly, which will take any brush, shows the workpiece on your smart phone via an app using wi-fi technology. The magnification is 10x and focused on the brush tip, so even the moustaches of Nigel Mansell and Graham Hill can be accurately portrayed. The BRUSHCAM is on the Micro-Mark website for \$64 USD, so far I am waiting for response from Micro-Mark for UK availability and price.

1:8 Scale Lotus MK 2 Scratch build project update.....

The last time you saw it, it was on its wheels set for display at the CTL Garden Party where it was put on show as 'work in progress'. I have always said that the finished model would look like the car Colin Chapman first drew in the 50s rather than a replica of Nigel Halliday's current car, the only real MK 2 in existence. Nigel's car was heavily modified in the days it left the trial and film scene in the 1950s but, Nigel has been extremely generous in providing me with lots of in period pictures and a copy of that Chapman drawing. It was therefore a bit odd that one of the CTL mechanics was convinced the model is nothing like the MK 2, despite the model being set alongside a period photographs from it's trials days. Well, each to his own, we are all entitled to have an opinion. I'm sure when it is completed and sat against the period pictures, it will be easily recognised as the MK 2 and opinions altered.

Since the CTL garden party, the car has been taken apart again for more work acquiring a bonnet in the process. I made a wooden former by carving some basswood and used it to shape the aluminium bonnet. The original MK2 had a weird bonnet hinge arrangement and windscreen mount that allowed the screen to fold forward or be removed for trials or circuit racing. To make the frame I used 3mm brass channel and soldered a couple of 14BA brass nuts inside the channel at each bottom corner. This gave me a convenient captive nut to bolt the thing to the car but it also has a pivot that allows the screen to fold flat (ish).

One thing with scratch building like this is the amount of times things have to be taken apart and re-assembled to check that the next piece fits and whilst I am keen to show the car as a work in progress, it does take quite some time to do this. Hopefully by the time it arrives at Malcolm Rickett's Open Day, it will be much more recognisable as the MK2 in the photograph which accompanies the model..



Lotus model news

Two of the latest high quality diecast models have been announced from their respective 'high end' manufacturers, TRUE SCALE MINIATURES and MINICHAMPS. Both outfits are renowned for their detail and finish.

Taking the TSM first, they have announced the release of another LOTUS EMIRA variant in their 1:43 catalogue giving the collector more colour options. This time in Nimbus Grey representing their fifth version of the Emira.

TSM perfectly capture the flowing lines of the last petrol powered Lotus together with excellent detail such as the brake discs and brake calipers which are visible through the spokes of the car's striking wheel design. The model is available to pre-order from your regular vendor with prices ranging from £95 to £105 in the UK, this may or may not include shipping, check with your vendor first.



Staying on a Lotus 97T theme, MINICHAMPS have released their third 1:18 version of the Ayrton Senna car. This time as the 1985 Portuguese Grand Prix winning car which gave Ayrton his first formula one victory. Sporting wet tyres the model doesn't quite reflect the magnificence of the occasion because of the lack of an accurate race

livery. Not only did Senna gain his first victory, he took pole, fastest lap and led every lap and won by over a minute lapping everyone except 2nd place Michele Alboreto. I would have liked to see the model with blanks along the cockpit sides so that the aftermarket could provide the John Player livery. However, getting a quality MINICHAMPS model for a price way under other popular 1:18 model manufacturers can't be bad. Expect to pay £185 ish from your regular vendor. Pre-order is advised.

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