



KIT LOTUS

Volume 17 issue 4 September 2023



Freddie's pedal power for the Jim Clark Trust

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Giovanni's super detailed Lotus 56B

So that appears to be that for our mostly wet British summer, even if we had a brief but very hot appearance of Mr Sun to try and make us forget the lousy days. Nevertheless, model building does slow down around this time as we turn ourselves to outdoor stuff, which can if you look, contain sufficient Lotus content for me to give you a flavour with regular event news coming from the 42nd Lotus Owners Gathering and news of a rising star from the Goodwood Revival Meeting.

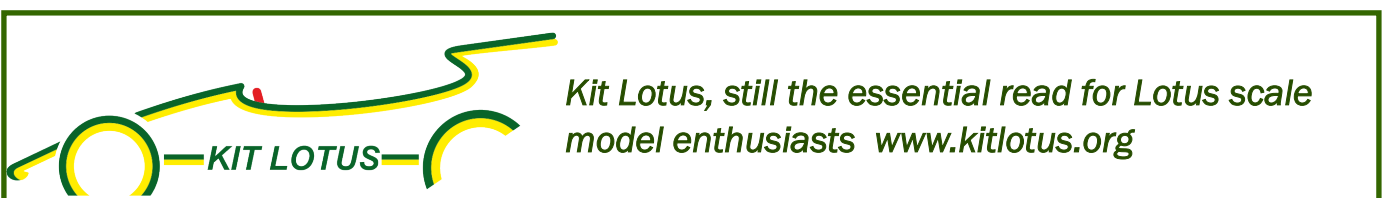
So welcome to Kit Lotus Volume 17 issue 4, at last. I say at last because this September issue is almost October but for the first time since 2019, a holiday was prescribed and gratefully taken. This year, Mrs T and I celebrate 50 years of being newly weds and the sunshine of Menorca seemed as good a place as any to kick off the celebrations so forgive me if I have been rigged for silent running these last few weeks.

There has been some modelling action before and since the holidays, the skills of Kit Lotus readers continue to delight and in this issue, two Lotus 56bs are featured on two different levels. Giovanni La Rosa sent me pictures of his TAMEO 56b in 1:43 scale which he has built to an exceptional level adding even more detail to the already fantastic TAMEO kit. I often wonder, there is so much kit building talent that those amongst us perhaps should turn their attention to jewellery and silversmith work such is the fine detail in miniature they regularly produce. The second 56b is a continuation of the prolific work of James Schizas. I featured the turbine engine of his 56B a couple of issues back and now feature the completion. James works with almost any material he can get hold of and turns out amazing scratch built 1:20 models working with very basic hand tools but an abundance of skill and technique. I am sure more of his work will come our way very soon. He does make models of other marques and also some fantastic aeroplanes.

Scott Dunbar came to our attention with his superb decals under the Grand Prix Decals label he made for the 1:8 scale Lego Lotus 97T. A Lotus enthusiast, Scott noticed pictures of Michael Anthony's Team Lotus Austin K8 van and decided to convert an Oxford Diecast K8 with a neat paint job and more of his excellent decals which you can see later. Scott has also produced further Team Lotus decals for the Ford 100E van and the Thames 400E which you can obtain through his Grand Prix Decals outlet so if you are a transporter fan these are probably 'must have' conversions. Prices are reasonable too.

Dinosaurs and Top Trumps are not words usually associated with Lotus and certainly not with scale model collecting, but if you collect ephemera as well, read on. My days of being regularly beaten in Jurassic World Top Trumps whilst visiting grandchildren are over, Classic Team Lotus, partnered with GAMIFY and released a set of Lotus Top Trump game cards, return matches on home soil will no longer revolve around Velociraptors as the home team will be Lotus Top Trumps, read on.

Following my 'what goes around comes around' piece in the last Kit Lotus, I am very pleased to say that new homes have been found for the Mike Serrurier models that I would have never found time to build. There was a very good response with various 1:43rds going off to feature in dioramas or showcases of serious collectors with the only proviso being the model must be built. Mike's 1:24 Lotus 23 found its way to Australia to Marc Schagen, who incidentally must know everyone in Australia with Lotus connections. His friend and ours Chris Doube, a regular builder and contributor has taken up the mantle of wrestling with Mike's 23 and the story so far is included. Chris and I shared a phone call very recently and he is pleased he has now confirmed the colour scheme for the 23 so more photos soon. He has also recently built a rare Lotus 15 and H model Lotus 30, expect to see them in futures issues.....



Kit Lotus editorial continued.....

I mentioned some people being prolific, well, our Peter (Pedroza) is well into that category, he is working on some brilliant stuff of his own. His 1:8 Lotus 59 is just waiting for tyre treads which were to be 3D printed but Pete may yet revert to creating them by hand like he has done up to now, he also working on another 1:5 scale project which I believe is not far from finished. See taster pic.

Peter also finds time to help out his mates, if I need anything turning, he is there and just recently he and Simon (Parsons) were talking about Simon converting a Tamiya Lotus 25 from a 63 car to a 62 car which needed some creativity particularly with the engine cover but also required mods to the top body section which without careful planning and supervision may well have resulted in Peter needing a new kitchen. I'm sure he must be taking tips from James Schizas when the need to apply heat to plastic parts arises although Peter does enclose the parts in the oven whereas James applies the flamethrower effect with cigarette lighters etc. Don't try this at home unless you know exactly what you are doing!!

I mentioned LOG 42 and the Goodwood Revival, not strictly model cars I know but both contain a familiar theme with participants who are Lotus through and through, it is nice to see what they are getting up to and with LOG especially, there is always a model theme. Gary David has been sending me LOG information for several years now and it always contains a panoramic picture of the participants, I hope it is just me not noticing correctly but the number of participants seem to have fallen, but then, the US is a big place and 500 mile trip each way just for Gary may mean a lot more for others. I hope LOG continues to thrive.

The Revival write up gives us a link to the Jim Clark trust through Andy Middlehurst who drives the John Bower owned Lotus 25 which we all admire so much. The trust also provides enormous pleasure to we Lotus enthusiasts through the Jim Clark Motorsport Museum as do the people from Classic Team Lotus. So when I saw the two Lotus liveried Austin J40's and their proud young pilot, they just had to feature and I am very grateful to Freddie's Mum and Dad for allowing me to share the pictures with you.

In the last issue, I mentioned about Marc Hogenkamp putting his Lotus Museum Little collection up for sale. Most of us hoped his lifetime of collecting Lotus models would find a good home and I am pleased to say it has. There are no further details yet but the collection has gone to the proprietor of Lotus Oostende, Thierry Verheist. A big thank you to him on behalf of all Lotus model enthusiasts.

That is about it for now, thank you very much as usual for all the contributions and please, let me have details of your collections or projects you may wish to feature in the magazine and I will do my best to include them. It can take a while to filter through but please be patient with me.

Look out for Kit Lotus on the road, September 30th Malcolm Ricketts Racing open day.

JT



This little fella is still looking for a good home, thanks to the generosity of Andrew Beint. Many people who collect SPARK models have an incomplete set of the Lotus Gravity Racers under the type name 119, 119B and 119C, if you are one of them and would like this model of the 119B for nothing, drop me an email, the only stipulation being you must already have the other two or one of the other two and that this model helps complete your set kitlotusmail@virginmedia.com it will be posted for free as well courtesy of Kit Lotus. First come first

TAMEO Lotus 56B with extra detailing by Giovanni La Rosa

Ever a popular model either in resincast ready built or in kit form, the Lotus 56B always attracts a lot of attention and Kit Lotus reader Giovanni La Rosa, who lives in Catania, Italy, sent me pictures of his TAMEO model that he built a few years ago but with some additional detail. The 56B has featured regularly, but builders keep producing superb work that it has to be showcased.

Since boyhood, Giovanni has been a kit builder, preferring those Italian red cars and normally in 1:12 scale. However, he tells me, that his next preferred choice is Lotus and that he does enjoy from time to time, mixing up the scales for a change. I think we are all in agreement with Giovanni when he says that the 56B is one of the most beautiful of all the TAMEO range, offering unique detail and the customary TAMEO accuracy, even a spare turbine to display separately. The accuracy and initial fit of all the parts are a hallmark of TAMEO excellence and as we have said on many occasions the quality of the instructions matches the quality of the model. Always included are decent images of the car in action adding reference points for the detail and usually, two sheets of decals for that 'just in case'.

Paints from the TAMIYA TS range were used to colour the body but decanted first to an airbrush to avoid too thick an application. Some super masking ensures the black area is crisp.

At the front end of Giovanni's model, the two fire extinguishers have been given white hoses and black tape banding. Two fittings, one painted anodised red and the other anodised blue placed above the fire extinguishers were provided in the kit as phot etch and therefore flat parts. These have been substituted by a couple of fittings from R.B.Motion. The brake fluid reservoirs have also been connected with hoses and electric cables.



Turning his attention to the dashboard, the instruments have also been fitted with appropriate cable and wiring and the whole detail makes it a tough choice to display the model with its top body section on.

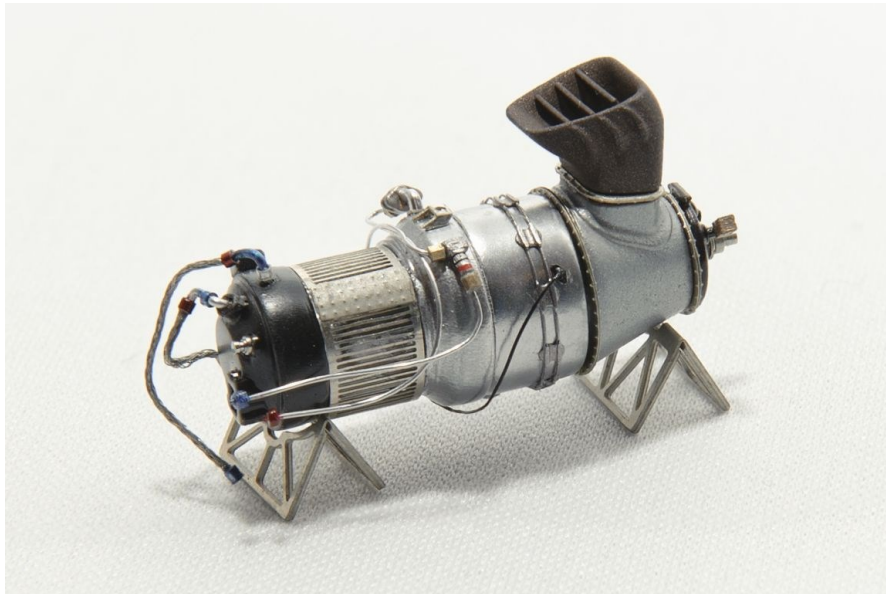
The popularity of the 56B may well have been boosted by the restoration work on the real car carried out by Classic Team Lotus which for years was a non-runner but now often features at CTL events. To have it featured so regularly as a scale model defies the mediocrity of its racing career, without the performance of the original Lotus 56 at the 1968 Indianapolis 500, this 'fame' might not

have happened at all. We often comment on this about quite a few Chapman creations, several of his cars whilst looking sensational, haven't cut the mustard on the track but that doesn't hold back their popularity with model builders and collectors.



TAMEO Lotus 56B with extra detailing continued

Inside the cockpit, MODELLERS seat belt ribbon replaces the photoetch version provided with the kit but the seat belt buckles were retained. Aluminum pipes have been added alongside the driver and the length of the car along both sides of the cockpit were added. Aluminium pipe work has also been added to the engine connecting the various valves and fittings consisting of smooth pipe supplied with the kit have also been replaced with anodised red and blue fittings sequenced in the correct order.



The fittings connecting the engine to the rear oil cooler located between the rear brake air intakes have been given the braided hose treatment. Similarly, the spare display engine has been treated to identical modifications applied to the engine within the model.

Wheels supplied with the kit in machined aluminium have been retained and the hubs painted with TAMIYA gold. Rather than use the decals in the kit, Giovanni has airbrushed the Good Year labelling to the shoulders of the tyre using an air brush and a stencil.

Being displayed outside the car means the attention to detail has to be as good as the model itself. The evidence speaks for itself, no question

Air inflation valves have been added and the wheel centres changed for hexagonal versions obtained from the USA SCALE HARDWARE.

It is always a pleasure to showcase the skills of our readers and I grateful to Giovanni to let me share this wonderful model which, in 1:43 scale shows tremendous attention to detail and whatever skill level we are at, it should inspire us to keep on building models. If you are a no build, resincast or diecast collector, it doesn't harm by just taking the time to absorb the talent shown here.

This 'cover off' shot demonstrates exquisite detail from front to back. The Lotus 56B



James Schizas Lotus 56B scratch build

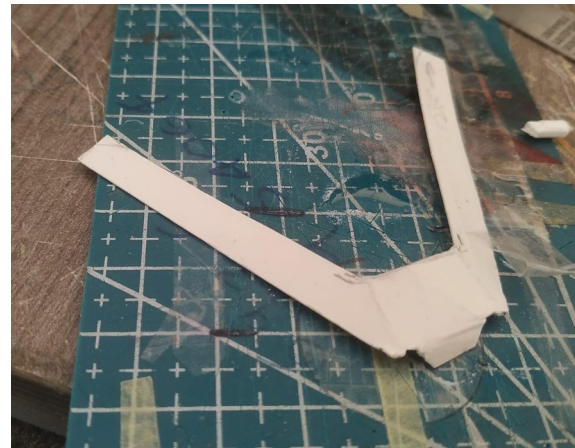
A couple of issues back I featured another 56B but that time, just the 1:20 scale turbine that James Schizas had scratch built as part of his 56B project. James is a prolific scratch builder both with race cars and aircraft and I just can't keep up with his output! But the turnout is amazing with some brilliant examples of building something from "Blue Peter" parts (sorry to those not familiar with this long running British children's TV programme). James does plunder his spares box for tyres/ wheels etc; although he does scratch build wheels as well. His techniques can only ever be described as hand built using only the basic hand tools and often improvised techniques that only a very experienced modeller would use.

Like most modelling heroes, James's office/workshop centres on the action with the job in hand taking precedence over neatly labelled and tidy workspaces but it certainly gets the job done and, I bet he knows where everything is. We can all tidy up afterwards but I worry about all those ciggies.

His 56B chassis has been fabricated with styrene sheet and the odd judicious application of heat. Everything you need to see is there and the top section lifts off to see the great job he has made of the detail.



The Office

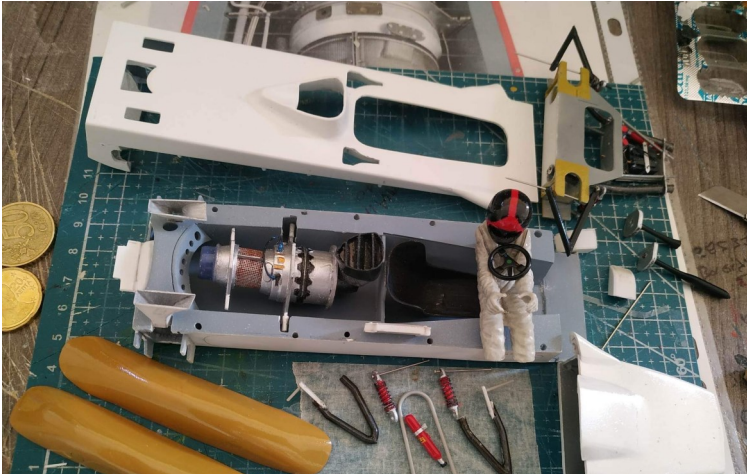


The basics of scratch building body parts, careful sizing ready for shaping. James uses layered balsa wood to form the blocks ready for shaping. Other parts like the cockpit surround made from styrene often shaped over formers using the heat from a cigarette lighter (don't try this at home).



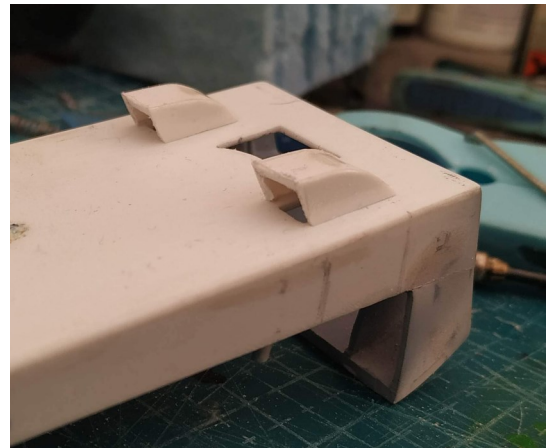
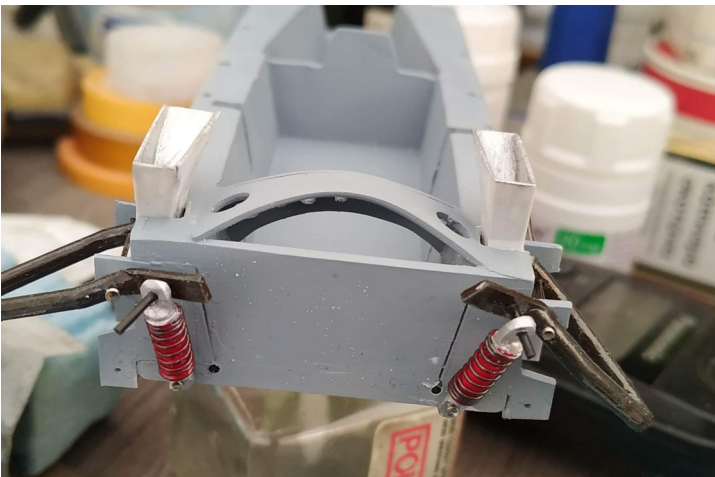
Kit Lotus on the road, see our next display at
Malcolm Ricketts Racing Open Day
Saturday 30th Sept, free admission.

Scratch built Lotus 56b Continued



The slab sided design of the 56B should make scratch building that much easier but the 56B had the wide belly fuel tanks which James has hand shaped and can be seen in the bottom left of the picture. Often this is the only way to make an effective shape and the medium can either be wood or a polyester resin such as Milliput. I used the latter when I converted a Carousel Lotus 38 Al Unser 1966 Iny 500 to the Jim Clark 1967 version. Careful shaping can always be altered and once complete, a couple of locating pegs into the car body side and the thing becomes part of the overall shape.

A driver figure borrowed from another kit and given the Emerson Fittipaldi makeover makes the model come to life. Another great scratch build without spending a fortune shows what can be achieved. Nice one James



Austin K8 Michael Anthony Team Lotus van conversion.....

Lotus model enthusiasts are always keen to get their hands on transporter/team van models when they are available, but if no such availability exists, the only option is to create one, either scratch build or transform another model into an authentic team truck if one exists, it is an opportunity not to be missed. When pictures of the Michael Anthony Team Lotus van appeared, Scott Dunbar wasted no time in marrying up an Oxford Diecast Austin K8 van with a set of decals he produced under his Grand Prix Decals banner.

Mike Anthony was part of Team Lotus from the very beginning. The 1954 BRDC British Empire Trophy race at Oulton Park became the first entry for Team Lotus with Mike racing his MkVI, Colin Chapman the new MK VIII and Peter Gammon in another VI. Mike's van was the Austin K8, which when shown as a prototype in 1946, became known as the Three Way Van due to having side loading doors on both sides as well the rear. An ideal workhorse for a race team with its 2.2 Litre engine taken from the Austin 16HP saloon and 25 cwt (hundredweight) payload. The K8 was launched in 1947 and production ran until 1954.

Scott's model is a converted Oxford Diecast in 1:43 scale with an appropriate paint job and decals created by himself as Grand Prix Decals. Various versions of the K8 are available but you may need a little exterior modification depending on the donor model. Grand Prix Decals only make decal sets to order but Scott has made these available as a stock item and can be found through his social media page. Scott's work has been showcased before (Volume 17 issue 2) with the Lego Lotus 97T. He had plans for a diorama so I provided him with a Serrurier MKVI, hopefully we will see that in the future. His conversion of the K8 is excellent, has Oxford Diecast missed a trick by not producing this version?



Top Trump Revenge!!

Anyone with very young children, or grandchildren and with boys especially, will know they have a fascination for dinosaurs. Ask most eight year olds and they will recite the names of every dinosaur that ever walked the planet, in their toy collection, like we had Dinky and Matchbox Cars, they have dinosaurs in every shape size and detail that may also include movement, realistic roaring noises and vicious jaws that can gobble up anything. My 8 year old grandson is typical of the budding generation of palaeontologists, he also knows how to manipulate his Nana and Grandad. We are expected to know the subtle details of every specie as if we were Sir David Attenborough and how the Diplodocus differs from the Wobblersdobblerdon (I made that one up). Woe betide us if we get it wrong, but he has decided to educate us by using his Jurassic World Top Trumps cards. If you are not familiar with the game, it is a set of cards with images of the subject, in this case ranging from the small but vicious Velociraptor to the massive Giganotosaurus. Each card also has a set of categories about the subject , in this case each Dinosaur is rated against Height in metres, Weight in Kilogrammes, Length in metres, a killer rating, an intelligence rating and an age rating measured in millions of years. The object of the game is to get all of the cards. The cards are shuffled and dealt face down (more later). Each player holds their own cards so only the top card is visible. The player to the dealer's left reads out one category from the top card, others then say the same category from their own top cards, for example a Velociraptor only has a height rating of one but a killing rate of 9 , so the player going first may use this category. The best or highest value stated from all the players wins all the top cards plus their own, moving them to the bottom of their pile. The winner goes next and chooses a category from their next top card. If two or more cards share and equal top value, the cards are put in the middle and the same player chooses the next category. The winner of the hand also takes the cards from the middle and so it continues until one player has all the cards. Now, I am not saying there is any sharp practice when it comes to Nana and Grandad being beaten at Jurassic World Top Trumps, but that dealer who always shuffles the card always seems to end up with biggest, meanest, Dinosaurs in his set of cards. It is however, an acceptance that the world is this way and for us, Top Trumps will for ever be one of those lost causes, until now!! Lotus Top Trumps!!



The recently released Classic Team Lotus Top Trumps Card Game looks set to wreak revenge over the child dictator the next time we play Top Trumps on home soil, no longer will Tyrannosaurus Rex or the Iguanodon rule the roost, they will be replaced by the overwhelming 850 BHP of the Lotus 99T or the 215mph of the Lotus 98T and for a couple of game only, Grandad may just have the upper hand. Classic Team Lotus have partnered GAMIFY to produce this official card game which you can get hold of direct from the CTL online shop for £14.95. Not a bad price when you think that as well as top trump game, it also doubles as a set of fact cards about 56 of the single seat racers built by Team Lotus between 1957 and 1985 and ranging from the Lotus 12 the Lotus 102. Anyone with an interest in Lotus race cars would have instant facts such as the cars top speed, how many were built, its maximum BHP and power to weight ratio, its weight and cubic capacity of the engine. Respected Lotus photographer and publisher William Taylor has provide the images representing the team's 74 Grand Prix wins by 14 different drivers including Innes Ireland, Jim Clark, Graham Hill, Emerson Fittipaldi, Ronnie Peterson, Elio De Angelis and Ayrton Senna and each card states the year the car was built. My guess is like most Lotus things, they wont get dog-eared from endless Top Trump tournaments, but stay virtually pristine in the collections of enthusiasts. My set however, has other ideas.....revenge!! JT

New homes for Mike's models

It is almost a year since Mike Serrurier passed away and I still miss the Sunday Skype Pub meetings we had chatting on screen about models over a couple of beers. His illness took a rapid turn for the worse, one week we were chatting away, the next he was gone. On his visits to UK, Mike left me with several of his eclectic models which we both know would likely never get built by me. Mike was happy to see the photographs of the ones I did manage to get built, of those that remained, I offered to give them away to other Lotus model builder in the hope of a wider legacy for Mike and I was pleasantly surprised by the outcome. I'm happy to report that they all have now found suitable homes with promises that they will be built and or displayed.

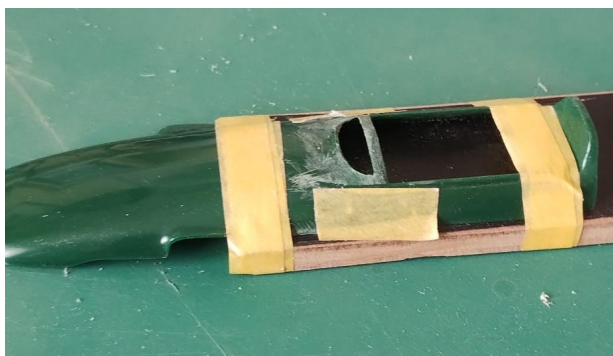
As well as his 1:43 early Lotus models, Mike did some larger stuff one model being the Lotus 23 in 1:24 scale which he 'borrowed' from a Revell slot car model, he sent me a couple of these but packing was never one of his strong points and both suffered some damage en route from Durban. One was far too badly damaged to repair, but the other one was saveable and it is this one that I sent to Marc Schagen in Australia. Marc enquired about the 23 as his collection centres mainly on 23s and Elites. Marc is also good friends with Chris Doube who most of you will recognise from some of the beautiful builds from Chris that have been featured in Kit Lotus. Somehow Marc persuaded Chris to build the car without seeing it, I was hoping that when it did arrive back in the Southern Hemisphere, I would be forgiven for the state it was in. I need not have worried.



The 'before' state was much worse than the top photographs so Chris has already done wonders with the car. It is being built as a replica of the 23B raced by Sydney driver John Martin so the rear arches have already been modified. Progress looks great and possibly very unique. I never heard of anyone building a 23 from Mike ever before. Images of the finished model to follow.

Don't try this at home (if the Missus is at home that is).

Simon rings Peter, "I'm building another TAMIYA Lotus 25 in 1:20 scale but I would like to build it as the 1962 car". Peter confirms, the engine cover on the early cars is a little bit higher, a little bit narrower and has slightly different shaped openings on the side and the top due to the use of Webber Carbs. "you are going to need a new engine cover". The top body section is also different to the 1963 Kit version having started life without the aero screen. A cut and carve with some styrene sheet and filler took care of that bit but the engine cover needed a dose of looking at. Would it be plan A, cut the original cover supplied with the kit to reshape or, plan B, cut the original engine cover and insert new moulded parts into the gaps?

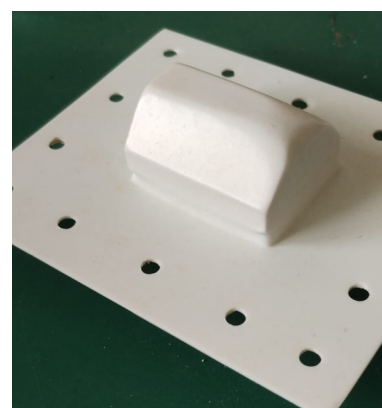


Cut and carve took care of the top body section

Whilst Plan B didn't end up as the final plan, it is worth noting the process for plug moulding stuff.

First you will need the plug, carved or sanded from an appropriate material to the shape you need, less the thickness of the material you are using such as 1.0mm styrene sheet. Basswood makes a good medium for making formers as it is very soft wood but has a close grain that allows a very smooth surface finish. The styrene sheet will need to be firmly held in a clamp arrangement that has an appropriate sized access hole to press the plug through. Can't stress enough here how rigid you have to hold the styrene sheet to ensure the plug can be inserted smoothly and quickly.

The next operation, depending on the strength of your relationship, requires one of two things: First, getting expressed permission from management or Second, wait until the boss has gone shopping or to the salon. If the second applies, make sure to keep the kitchen door open and the extractors on so no trace of fumes remain. Then, heat the oven to 220°C and place the styrene sheet in the oven for about 30 seconds. Remove and press the plug into the soft plastic. Shut down the oven, get out the air freshener and make sure no trace of the operation exists. Now the serious side of the Lotus 25 1962 bodywork transformation.....



Lotus 25 engine cover change 1963 to 1962

In the end Pete decided the plug mould wasn't right for the 25. As the Tamiya kit's engine is being used, the dimensions available are fixed which meant only 1mm sheet could be used which in turn meant that the corners of the moulded part would be less, reducing to 0.75mm and even 0.5mm on the tighter corners. This was too flimsy so Pete reverted to plan C which was if plan A failed and plan B failed, revert to plan A and find a way to hold all of the cuts and replacement parts in situ whilst fixing.



The carved up engine cover gets the glue and tape treatment over a wooden last which is clamped just ever so slightly, in a vice. There is no option than to be patient when glueing and holding the parts together. Like this one it may take several attempts and lots of low tac tape before but if you have something to support the parts which you can set aside whilst the glue cures, you should see some good results.



The photograph below shows the difference between the top body styles of the original 1962 version (grey) and the later 1963 version. The 1962 versions didn't have the NACA ducts either side.

It just remains for Simon to work his kit building magic on the 1962 Lotus 25. As a final comment, we mentioned that the early version had Webber carburetors, so a set of carbs have been scratch built to include under the revised engine cover.

All the bits are glued but you can see where the cover was initially split and the width reduced plus the new parts set in to the sides which have been sanded into the final shape.

Just needs paint now.



Freddie's pedal power

It used to be the case that every young boy would dream of being a racing driver, stepping out in front of an appreciative crowd who would witness your exploits as you climbed in the racing car on the grid emblazoned with your name on the side before roaring off into the distance as the starter dropped his flag. For some youngsters aged between 4 and 10 years old, both boys and girls, that dream still exists thanks to the Goodwood Revival meeting and a race called the Settrington Cup for Austin J40 pedal cars no less. The Goodwood Event follows its traditions and this race is like the others, by invitation, usually to children whose parents will be involved in the Revival Meeting. Most J40s entered in the Settrington Cup are single colour examples but for one boy Freddie Cullington, whose dad is Lewis Cullington, one of those genius types who keep our favourite full size and famous Lotus race cars in top condition over at Classic Team Lotus, the Settrington Cup has given him the chance to race in not one but two J40s (the race is in two heats) both painted in the famous green with yellow stripes of Team Lotus. Not only that, how many kids of Freddie's age get to wear that coveted arm band "Goodwood Revival Meeting—Settrington Cup—Driver" Dad Lewis, helps maintain the ex Jim Clark, John Bower owned Lotus 25 which is driven by Andy Middlehurst and it is Andy who looks after the two J40s that belong to the entrant which is the Jim Clark Trust. Parents/Guardian pay a fee to the trust so their children can race the two cars. The cars both sport Jim Clark Trust stickers and of course emblazoned down the flanks, "FREDDIE".

As we all know, any form of motor racing does not come cheap and so to give you some background about the J40 pedal cars. They were the brainchild of the Austin Motor Company Limited and based on the full sized 1948 Austin Devon and Dorset built from scrap offcuts from the full sized car production lines. A special factory in South Wales, funded by the government and set up by the sheet metal department from the Longbridge Factory was opened in 1949 to give injured and disabled Welsh Miners some employment, 250 of them, under the guidance of rehabilitation officers and medical staff. It was anticipated 250 cars per week would roll off the production line, both the J40 (Junior) and a Pathfinder model based on the single seat Austin 7 but the latter only lasted one year.



Freddie makes those essential pre-race checks to the Jim Clark Trust Cars with determined concentration. Both cars wear significant JC numbers, 25 and 32



Ready to go, Freddie proudly wearing his Lotus Race Suit

The toy car was very well equipped, full of good quality detail such as pneumatic tyres, working headlamps, detachable wheels, leather effect seats, opening bonnet and boot and lots of chrome. Back then, they weren't cheap at £33 including £6 purchase tax and the average man would need to fork out two to three weeks wages to get one. Most were exported to the USA but Demark and Canada were also good markets and around 32000 examples were made. Lots of us at a certain age will remember seeing them on fairground rides. However, like most things they got neglected and it was possible to pick up examples very cheaply until that is the idea of restoration came along followed by Goodwood taking up the idea of a race and now restored versions can be bought from £7,500 to £12000 and

Freddie's pedal power continued.....

.....There is even a plan to launch a Legacy version of the J40 in 2024 which will set you back £24000!! Of course, none of this has the slightest importance if you are Freddie who will proudly wear his best Lotus Race Suit as he steps into his dream machine and makes his mum and dad proud.

To say that Freddie had an amazing time in charge of the Jim Clark Trust J40s would be an understatement. The Settrington Cup is run over two heats, one on the Saturday and one on the Sunday of the Goodwood Revival Meeting. Drivers have to pick a high number and a low number to determine where on the grid of 67 each driver will start on a particular day. Freddie picked out number 63 for the first heat and number 8 for the second. When the moment came to take to the track Freddie soaked up the atmosphere waving to the crowds on his way from Tow Lane to the collection area and then again on track making his way to his starting position. The crowd really got behind him and were cheering his name as it was written on the side of the car. Freddie thought it was all brilliant and took the race driver mantle in his stride like a true professional, waving back and keeping his fans on side.

In the first race, a determined Freddie, starting from P63 managed to overtake 14 cars to finish 49th in the



All smiles from Driver Freddie Cullington and his race engineer Andy Middlehurst (six times winner of the Glover Trophy) in the Lotus coloured Austin J40.

738 feet race. There was a four- car shunt at the chicane with several cars missing the chicane altogether, no safety car was deployed. Maybe the Stewards should take another look at that? Whatever the action it didn't stop Freddie beaming from ear to ear.

The second race saw Freddie make a good start from P8 but



The smiles change to determination as the race gets underway



A very proud mum Sapphire Cullington giving Freddie a few last words of encouragement before the race. With equal pride, Freddie wears his Goodwood Driver armband.

he was involved in a collision which slowed him up slightly, including navigating around more chicane mayhem and finishing a respectable 23rd. His overall result was 35th out of 67 but immeasurable in terms of excitement. A future race star perhaps? Nice one Freddie, I just hope the other kids had as much fun as you.

All the images in this feature and the front page image have been used with the kind permission of Sapphire Cullington who a lot of you will remember from her looking after us all at the Classic Team Lotus works tours in the former buildings.

JT

With the end of August approaching it was again time for the national Lotus Owners Gathering (LOG 42). This would be our 34th LOG and it was being held for the first time in Knoxville, Tennessee. It was being put on by a new group in the Lotus community and Sandy (*Mrs Davided*) has been advising and assisting them for the past year.

Sandy is still dealing with recovering from her leg surgeries and there was no way she could get into, let alone out of a Lotus. We would trailer the Europa down using her Blazer. The Wednesday before the event Sandy, Grover and I took off at the crack of noon for the 500 or so mile drive to Knoxville. No matter how good we plan these things we still managed to arrive after dark which makes unloading and parking a bit more of a chore.

The hotel was a very nice Hilton property but it was located at the airport which meant more traffic and a crowded area surrounding it. Not easy to just run out to a McDonalds or an auto parts store. Thursday we got to sleep in before helping get things set up for the event. Grover, of course, found that they had 4 HBO channels and was in heaven (*Kit Lotus Vol 14 Issue 2ed*).

Did I mention that it was hot? Temps seemed to be going up every day and our Europa currently has a fuel line vaporization problem so I wasn't planning to take it off the trailer until we were at the show which was a half hour away. On Friday I was in charge of the various contests so I set up our area and started taking in entries in photos, models and crafts. I brought two dioramas for the model contests, a smaller one in 1/43 scale and a larger one in 1/18 scale. By the end of the day we had 18 total entries in the 5 different classes (large and small photos, large and small models, and crafts). Sandy was working with the registration people in the same large room. Every entrant got a great tool bag full of goodies from Hayes Harris at Wirewheel.com. They even included a dash plaque which I believe is a first for LOGs

My longtime friend, Pat Dennis, had his 1952 Lotus mk VI displayed in the lobby and it looked great in polished (but not restored) aluminum. It provided an excellent reminder to how far our cars have come.

Friday night was the welcoming dinner and a good chance for everyone to meet. We have many good friends in the Lotus group that we only see once a year. Honorary MC Richard Parramint was over from the UK and he brought me two more of the beautiful photo books that he did on various Lotus restorations.

One problem was that the parking area was never divided up to segregate the Lotus from other vehicles. This, along with the heat and humidity, seemed to limit the normal mass of people strolling and talking in the lot at all hours.



Saturday dawned even hotter, mid 90s for both heat and humidity. What fun! We trailered the Europa to the concours site. Bob and Carson Cross helped me unload it and it fired up immediately. However the process of setting up the cars for the panoramic photo dragged on and on. I ended up parked in the third row with the only other Renault Europa in the first row. There was a spot between us so I suggested I should move there and did so before anyone said no. Voting was accomplished very quickly and I left Grover in charge of the car and went to the lunch tent. When I returned to the car someone had left him with a large Gold Leaf Team Lotus patch and banner. I would love to know who gave him these. Sandy didn't come to the concours as she felt it would have exhausted her to the point she wouldn't make the Saturday night banquet.

Log 42 continued.....

Following the concours Bob and Carson helped me load the car back on the trailer and then everyone ran for air-conditioning. I got back to the hotel and showered and finally felt a bit better. The remainder of the afternoon featured tech sessions, vendors, a board meeting and David Hobbs was signing his book "Hobbo". I brought one with me and he autographed it.

The Saturday night banquet featured a lot of food and then Hobbs talked for about an hour on his early career. Our table (number 13, of course) held the entire CALL contingent, myself, Sandy, Bob, Carson, Jan & Joe Cross, Kurt von Leyser and Earl Myers. Then came the awards which were extremely nice this year as each featured a photo of the car. This takes lots of photos and lots of work but the results are very nice. We managed to win our Europa class. Then I gave out contest trophies. CALL's Kurt von Leyser took the Jack Colegrove Memorial Liars Award (see later ... Ed) easily. I managed to win with my large model diorama and everyone seemed happy.



Gary & Sandy's class winning Europa, their stable includes a Seven, Lotus Cortina and an Evora



Gary's winning Lotus 56B Monza diorama in the large model category 1:24 scale and above

Next came some charity auction items. A two book set of Colin Chapman's biography, autographed by Clive, went for a staggering \$1400. I picked up a large Spark model of the Lotus Evija which was \$100 less than I would have paid on ebay.

Sunday was the autocross, a fun rally and several drives. Sandy and I did a barbeque restaurant for lunch and then drove thru the Smokey Mountains for the afternoon. That evening the autocross awards were given out and the rally winners announced. There was a talk on Lotus's early efforts at Indy but the

speaker was not very good and loved mentioning names and minutia that didn't matter. When he got to the races it was "then they won in 1965".

LOG 42 continued.....

The entries to the traditional small and large model contest at LOG are always intriguing and generally follow a diorama format of Lotus models, often accompanied by figures and depicting significant events in the history of Lotus race cars. Gary is quite prolific and on the left is his entry to the small model competition for models up to 1:43 scale. Gary depicts the Silverstone paddock for the 1963 British GP. Clark's car gets some attention whilst Jimmy looks on. Trevor Taylor's car sits under its cover. Jim set the pole position time, had the fastest lap and won at a canter. Sadly Gary didn't win this time but admits to taking a lead from Peter Pedroza's 1:20 scale diorama of the same subject matter (right).



The winning entry in the small model competition at this year's LOG was Glen Schostak's diorama depicting a modern Lotus dealership using 1:64 models. The buildings are apparently available on line but Glen added the lighting which gives it a great effect and the availability of some nice 1:64 scale Lotus models sets it off.



In the large model category, 1:24 scale and above, Glen entered his box framed Tamiya Lotus 79 on a background signed by Mario Andretti and Bob Dance together with pictures of our two heroes signing the display. Glen built three 79s at the time and at least one was sold for a really decent sum of cash.

Glen didn't win this category, ceding victory to Gary David's Lotus 56B Diorama From the 1971 Italian GP (*previous page .. Ed*) at Monza showing mechanics working on the car. The car was entered under World Wide Racing in an effort to ensure there were no repercussions on Team Lotus following Rindt's death the previous year. Chapman was absent. The car, driven by Emerson Fittipaldi, didn't go that well managing an 8th place finish, 1 lap down. The model is a True Scale Miniatures version of the 56B with their figures.

LOG 42 continued..... Honest Jack



Glen's large scale model competition entry showing his nicely mounted 1:20 Tamiya Lotus 79 above the signatures of Mario Andretti and Bob Dance

And now to that “Jack Colegrove Memorial Liars award”. Not anything to do with model cars but having defined the subject, it must be explained.

It is all to do with valid reasons why someone who enters their Lotus in a LOG meet and then fails to turn up with the car has to explain why.

Jack Colegrove was the founder of the Cleveland Area Lotus Limited (CALL) in 1988, him and his wife having attended their first Lotus Owners Gathering LOG 7 in 1987 at Corning NY, but not in the car they had entered. This is his reason that forever after had him known as Honest Jack.

“Dear LOG VII Organizers:

When I submitted my LOG VII registration form I indicated that I would be bringing my 1972 Europa Twin Cam to the gathering. Unfortunately this is no longer possible.

You see, when I obtained my Europa last October it was only partially assembled and in need of restoration. I gamely started working on it with the intent of having it ready by this September. Thanks to the shop manual, illustrated parts list, and thirty-two dollars worth of phone calls to Ray Psulkowski of RD Enterprises, I finally got the car back together a few weeks ago. Unfortunately there was a problem. I had one piece left over. None of my valued sources were able to explain this part and since I could not identify it I also could not appraise its effect on the

safe operation of the car. Therefore I can not drive it.

As a last resort, I bashed off a letter explaining my predicament to the Lotus Factory. You can imagine my shock when I received a letter from the Prince of Wales inviting me to visit him at his place in England. It seems that somehow my letter was mistakenly delivered to Buckingham Palace and Prince Charles became intrigued with the idea of a Yank in the Colonies restoring one of England's finest automobiles. He said that he was looking into my problem and would follow on with more information.

Well, no need to tell you the state that this put my lovely wife in! She let out a howl of ecstasy, grabbed all of the department store charge cards and disappeared for five days buying new clothes for the trip. By the time she returned another note from Prince Charles arrived. He now indicated that we should accompany him to Europe's biggest autojumble at the National Motor Museum at Beaulieu. Surely I could unravel my extra part mystery there while he looked up some parts for an old Austin Seven used in his stable. While in England we would stay as his guests at Buckingham Palace.

One problem. The autojumble was scheduled for September 13-14, in direct conflict with the LOG VII. Making the decision to decline the invitation from the Prince of Wales in favor of the Lotus gathering was not difficult. After all, I had not only ordered both dinner and lunch, but two tee shirts as well. Explaining the decision to my wife was difficult however, and expensive, since she refused to return the new gowns that she had purchased.

At any rate, my extra part problem is still not solved so we will be attending the gathering sans our Lotus. I am enclosing the extra part with this letter in hopes someone at the LOG can identify it for me.

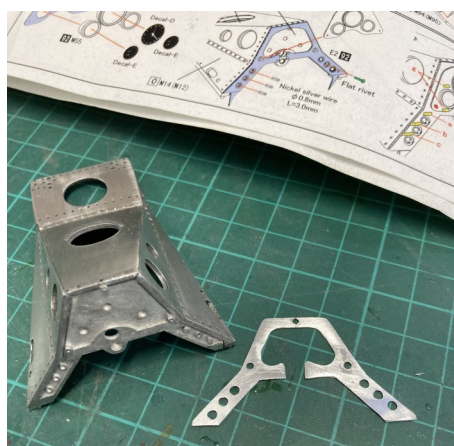
Jack R. Colegrove “

1:12 MFH Lotus 77 restoration continued

I have managed to do a bit more on the 77 since the last issue and before I left for the Mediterranean. It is coming along nicely but I am finding I will need to make more bits for it. There are no radiators which will inevitably mean carving up the radiators from the Lotus 78 donor kit and adding some brass structure around them.

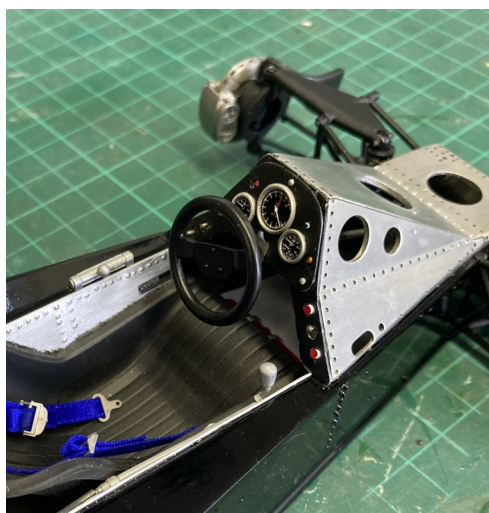
There comes a point during this type of modelling that suddenly you realise you have several sub-assemblies that can be put together and all of a sudden you see the thing taking shape which in turn prompts you to go one a bit further and this has how it has happened for me. All the photoetch replacement bits for the tub/cockpit area have been done so I decided to apply some paint, assemble the suspension bits and crack on.

I like the idea of using fixing screws where possible, and as I said before, there were quite a few left over fixings of various lengths from the POCHER 72. It looked very possible to put the front suspension and steering together in short order but only after several, dry runs getting the parts lined up, holes drilled and threads cleaned. Now this being an MFH kit, I treat the instructions with a lot of respect because I found once again they are so nuanced without stating so and if you blindly follow the sequence, chances are you will hit a wall. The front suspension is just such a case and after much careful study, whilst using the illustrations to ensure the thing looked right in the end, I put my own part sequence together and the assembly went together very well with quite a sturdy outcome. This happened only after I had assembled the replacement photoetch into the cockpit and alongside the fuel tank assembly. This part also needs careful assembly if the oil tank and the DFV engine are to sit where they are supposed to. I can't stress enough how many dry runs you might need but, the moral is to take as many times as you need and don't rush. Also, I don't know if it is just me but seat belt material provided in kits always seems to be on the meagre side of almost enough but not quite enough. Lucky I have plenty of the 4mm blue ribbon that looks like seat belt webbing.

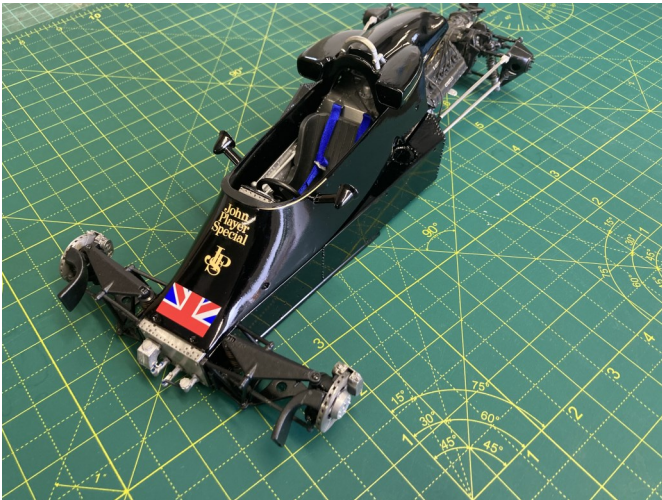


There is still very much to do. I found making the replacement dash panel and instrument panel a bit fiddly but they came out alright in the end in the bottom left image you can see the aluminium cockpit sides although the seat is a loose fit at the moment whilst I finish the rest of the seatbelt assembly.

Continued.....

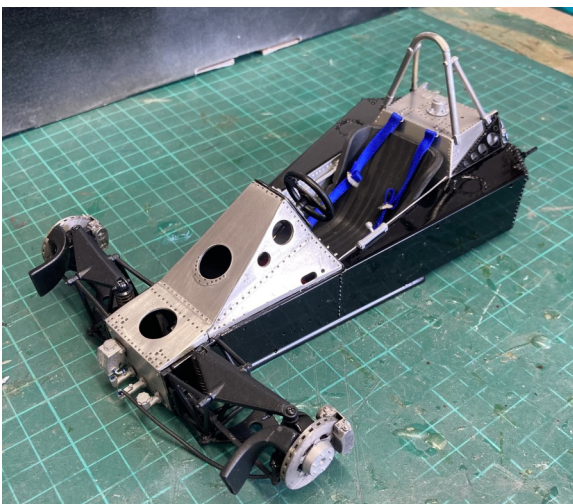


MFH Lotus 77 restoration continued.....



The back end of the 77, don't forget this is a transkit, relies heavily on the Lotus 78 donor kit and a lot of you will be familiar with that set up. There are a couple of modifications to the rear uprights and the transkit includes correct length stainless steel tube for the upper and lower radius arms. The wheels (more later on the wheels and fixings) come from the kit with just a couple of changes like the wheel nuts which are provided by the transkit.

With the photoetch largely missing I had to make the wheel locking clips from 3 amp fusewire and my recent acquisition, the WOW STICK drill made light work of cross drilling the nuts and of course all the rivet holes and fixing holes in the aluminium photo etch replacement pieces. These included the wing end plates which are a different profile to the wing end plates of the Lotus 78. The wing itself is taken from the donor kit. I used the 0.6mm aluminium sheet for the end plates and used the profile of the wing itself to mark the aluminium in the correct place for the fixings.



Lotus model news

1:18 Scale CULT LOTUS EXCEL

The Lotus Excel was launched in 1982 and had a production run of 10 years, but as far as scale models go, the Excel, like most of the late 70s early 80s wedge Lotus, scale models are very rare. The odd 1:43 scale version can be found such as the 1982 S.E version from Spark or the ALEZAN kit

But at last, in the larger 1:18 scale, a manufacturer has taken a shine to the Excel. Cult Models from the Netherlands have announced their 1988 Lotus Excel SE in green and red options. They have managed to



capture beautifully, the shape and lines of this modern classic 2+2. Cult models are gaining a reputation for interesting model subjects many of which are British, they have an excellent paint finish and small parts detail. The Excel is available to pre-order for a quarter 4 release and priced around £193 and represents a welcome gap fill for Lotus model collectors.

SPARK may have a changed company structure these days but they still provide a steady stream of Lotus race car output for us. Due in to your favourite vendor early in 2024 are this brace of 49s. The Jim Clark 1967 British Grand prix winner and the 1970 Jochen Rindt Monaco Grand Prix winner



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