



KIT LOTUS

Volume 11 Issue 2 April 2018



Ready for Race Retro success

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SAVE THE DATE

RACE RETRO 2019
22 - 24 FEBRUARY

TICKETS ON SALE SOON

A big welcome to Volume 11 issue 2 of Kit Lotus and especially to all those new readers who have joined us since Race Retro. I don't have any flash marketing analytics but I can say that Race Retro 2018 was the most successful yet for Kit Lotus. New leaflets, a revamped website and the ease of access these days all contributed to a big increase in the number of subscribers. It could of course just have been the superb display of scale model Lotus together with the ambience created on the stand that influenced new subscribers and of course, to be part of this collective of souls costs absolutely nowt. You can read all about our exploits further on but I have to say a huge thank you to Clarion Events for making it possible.

On May 25th this year within the European Union, Data Protection Laws will change to make sure personal information that can be used to identify someone, is collected, stored and used in the manner only to which the data was requested and offered, that it is safely stored, easily deleted by the data subject and retained for no longer than is necessary. There are massive fines for companies representing 4% of global turnover which for Kit Lotus is 4% of zilch. However, that still wouldn't prevent me being marched off at Her Majesty's Pleasure which is why information that may identify you is taken very seriously. Please take a moment to read the Kit Lotus revised Privacy Statement on the last page and feel free to contact me if you have any concerns at all.

We have a couple of eclectic subjects in this issue both of which were stumbled upon at Race Retro and I thought would be of great interest to Kit Lotus readers. One is an oil drum seat developed by Martin Bales at ImagePost Ltd and the other is a rather magnificent piece of carving from a huge chunk of Lime Wood by Paul Locke, this his first motorsport subject, but trust me, it won't be the last.

I have given you some more musings about the Kit Lotus story so far describing the first couple of years that took it from a 'will it or won't it work' position to a steady platform for a regular band of readers and Lotus model enthusiasts all of whom inadvertently conspire to fuel even more enthusiasm to continue. Part of that fuel for me has been the good fortune that has enabled me to take the opportunities when they arose, something which I am convinced would have had an entirely different dynamic if Kit Lotus were a business.

This is April which can only mean one thing, we will be remembering Jim Clark OBE, one of the finest, if not the finest, racing drivers ever to walk this earth, remembered also as one hell of a human being. Talk to anyone of a certain age and that means most of us reading this or those who visit our shows, and ask them what influenced their passions and affections for Lotus and almost to a man the reply will structure round Jim Clark. Most people never met him but such was his influence we could all sense that we somehow knew him. His home town of Duns is marking the occasion with a weekend of events in and around the Jim Clark Room. Alas Kit Lotus can't be part of it as there isn't an opportunity or indoor venue that would allow us to put on a display. Maybe one day when the new extension is built.

Apart from this picture of Jim's Lotus 49 representing his last ever taste of victory, I haven't written about Jim, there are enough publications eulogising him and there is nothing I could write that hasn't been said before, as such I would just urge Kit Lotus readers to spend time with their own quiet reflections of this great man and the effect he still has on all of us 50 years on. Jim was an interpreter to the genius of Colin Chapman.



Jim's last taste of victory was in the Gold Leaf Lotus 49 prepared and raced in the 1968 Tasman Championship with Jim a close but worthy winner

Kit Lotus at Race Retro 2018

Stand 2-266 at Race Retro 2018 was the place to be the third weekend in February helping Kit Lotus to celebrate its 10th birthday at what has become the premier show for us to display our collection of hand- built scale model Lotus cars.

It is easy to put on the rose coloured spectacles but by far this was our most successful show not least in the number of online registrations but to the number of visitors who came into our stand. Once again the generosity and support of Clarion events made this possible but just to see the delighted look on people's faces as they stop beside the Kit Lotus display, look up at the name panel and then walk in to examine the display makes the show come alive for us. At times eager visitors were two and three deep meaning even with a six metres by three metre display, we had to decamp and stand in the aisle so visitors could get a look. This year the stand was the same as last but it had moved slightly making us more visible from the main entrance and this alley was the first people came in to, we were pretty full from the get go right until the last hour or so when the crowds started to thin.



In recognition of the organisers providing a superb space for us, the Kit Lotus display debuted our new display units whose gestation you would have read about in Kit Lotus. How different they look from the trial builds in my crowded garage. All that working in the cold paid off and the display looked very professional, so much so that we have managed to make an agreement with Clarion events to attend in 2019.

Chairman of the HLR Malcolm Ricketts confirmed an invitation for us to attend his Lotus open day in August and we were visited by legendary Lotus mechanic Bob Dance and one of the Classic Team Lotus drivers Nick Fennell.



A big thank you for all the readers who attended, it is a pleasure to spend time talking about your Lotus collections as well receiving the comments about ours. In particular the kind words about Peter's 1:8 Lotus XI rolling chassis featured in the last Kit Lotus and looking stunning in the flesh, and my own 1:8 Lotus 18 Stirling Moss 1961 Monaco Grand Prix car.

Around the show, there was the odd Lotus nugget. This year celebrated ground effect and leading the display was the stunning Lotus 79 in Martini livery, other Lotus content included an oil drum and a chunk of wood (see separate articles).

Once again Clarion Events put on a magnificent show powered by Motorsport Magazine and I am sure when totted up the visitor numbers will reflect their efforts.



Can you hear the drums?

There is always a diverse range of things to see at Race Retro with some interesting developments in the way of merchandise and memorabilia. This starts in Hall 1 with a fabulous auto art gallery where several motorsport artists display their talent. Quite a bit of Jim Clark imagery was on sale this year, not surprisingly given the significance. The large booksellers occupy Hall one as well as many motorsport exhibits. Hall 3 has been transformed since CLARION took over the event and with the support of Motorsport Magazine, forms the hub of the show with key exhibits and the main live stage where a full programme of interviews with motorsport names takes place across the entire weekend. Hall three also has one corner dedicated to vendors including a specialist cheese seller. Now, I like many, love cheese but I wouldn't want to be the exhibitor showing next to that one, it whiffs!!! Near the cheese seller was a man selling oil drums. Not any old oil drums but oil drums made into very smart seats. Martin Bales of ImagePost is using iconic motor racing liveries to turn them into a very desirable product, nicely upholstered and of course the best one on the stand was painted in BRG with a lemon yellow stripe and a Lotus nose badge. Brilliant. Now, I said these are quite desirable but I wouldn't want to sit long on one. Perfect for show stands but how would I get three of those in back of the Volvo with all the other Kit Lotus stuff? I need a map as it is to re-pack everything. Nevertheless a very nice piece of kit at £280 (other liveries are available).



ABSOLUTE LOTUS MAGAZINE

Is a new magazine dedicated to everything Lotus, one of those printy things you can buy from a newsagent. A new magazine published by the same publishing house as Kit Car Magazine and other titles.

As the name suggests, this is a magazine for Lotus owners and enthusiasts, its website is www.absolutelotus.co.uk and it is dedicated to one of the most enduringly popular sports car marques of all time. Issue one will be in the shops on 11 May 2018.

"Each edition promises a mix of content to satisfy the Lotus owner and enthusiast. And with such a rich heritage, there's plenty to get excited about. Our team of experienced writers will bring you entertaining and knowledgeable stories on... road tests and road trips, modern Lotuses and historic road cars, heritage, interviews, upgrades and tuning, buyers guides" and as they all say (including us) much, much more.

The launch date for this new magazine with a £25 annual subscription is 11th May

Project 1 at 70

This complete scratch build of the very first car to become known as a Lotus is slowly simmering on the pot of preparation. Cold garages in an equally cold and wet winter are not helping but I have got some progress to report.

Firstly my indebtedness to *Pedroza Consulting* must be knocking against its credit limit just now as Pete produced a set of wire wheels and axles for the beast using skills I daren't even dream of. All his pieces are works of art even is he is taking a sabbatical from Green cars to build a guest which will be the feature of a special edition of Kit Lotus similar to the Lola edition I did earlier. For the moment the guest is known as a Lotus 250 GTO (more later).

Preparing for the Lotus Mk 1 has meant some serious thought into what tooling I have that will ease some of the processes needed and generally that concluded as cutting and bending bits of metal. There are some very neat hand folders for small sizes of thin gauge sheet but these tend to be quite expensive. However, whilst browsing, I came across the Warco Formit Mini, a triple stack bench tool that will shear, fold and roll thin sheet up to 1.00mm.

The single cranking handle operates all three functions, metal shear, press brake and roller in one turn on a continuous crank so that all three operations happen in sequence. Sheet up to 200mm width can be accommodated

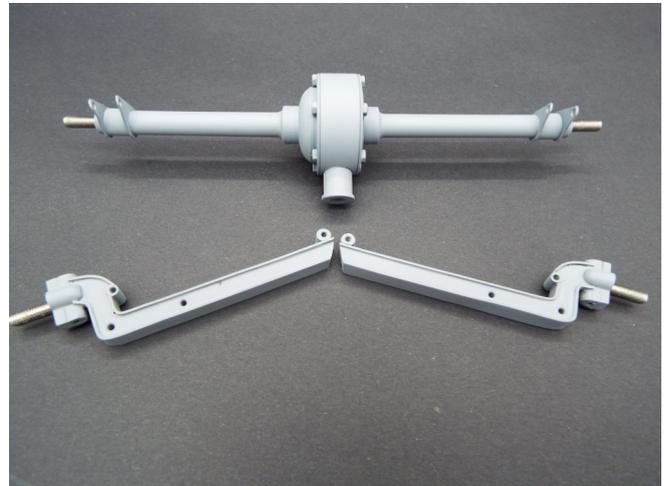


Warco Formit Mini

The Warco weighs in at 17.5 kilograms and will need firmly fixing to the bench or whatever platform you intend to work from and at £184 including VAT and shipping represents good value against a hand folder that can cope with only smaller sizes and gauges for half the price.



Amazing set of wires and tyres by Pete Pedroza



Front swing axles in two parts fabricated from plasticard made into a beam section.

Rear axle machined from brass tube

Cutting and fabricating will start soon to create the chassis of the Mk 1 with 5mm square brass tube as the main component.

More later.

JT

Kit Lotus the first ten years, episode 2 , will it or won't it.....

In Vol 11 Issue 1 we dealt with the origins of Kit Lotus up to its launch in March 2008 with Volume 1 which concentrated on getting to the first edition. This time I would like to tell you how the Kit Lotus journey progressed, almost stalled and then went on to start making a small but significant name for itself.

With the first two issues, I relied entirely on writing about my own collection, reviewing the models I had built and making comment about my hobby and how I became obsessed with the thing. By the third issue I had some feedback, all positive, a lot from overseas and by the fourth issue my first reader model was featured. It was built by Simon Parsons, who found Kit Lotus by chance whilst searching the internet for something else, became a subscriber and volunteered his Lotus XI in 1:43 scale by MEA of Graham Hill's Oulton Park car as that very first reader model. The main theme of this one being his skills in bare metal foiling the whole thing, no mean feat but it was the first of Simon's superbly built 1:43rds to feature in Kit Lotus. Not only that, by then I had corresponded with Mike Serrurier about his resin early version Lotus models and featured his website in Kit Lotus , now ten years later, I count both Simon and Mike amongst my closest friends.

Through 2008, Kit Lotus began to grow as I had hoped and I began to hear about other specialist Lotus enthusiasts like Rae Dobbins of Merrymeet Models and Lyndon Crowe who does a very nice line in 1:43 figures and the scene was set to carry on through 2009. Well almost, an unwelcome and sudden heart attack put a spanner in the works on St. Valentine's Day of all days and I found myself in the Queens Medical Centre in Nottingham. I didn't see that one coming at 55. Anyway, thankfully it wasn't as bad as some and the Trent Cardiac Unit fixed me up with a couple of stents and a three month enforced holiday from work.

I had planned to take some space at the Club Lotus Festival at Donington Park and at this point I wasn't sure whether it would come off. I was unable to drive but making steady progress so my wonderful wife Sue volunteered to take me and stay with me at Donington so I could publicly launch Kit Lotus to a wider Lotus family

Kit Lotus that weekend was only a stab in the dark with space in the autojumble area and only a small corner at that. So, armed with a table, some banners and a backdrop, off we went to Donington and over the whole weekend I got just ten new subscribers but, my world changed completely when I met two significant people.

The first one was Clive Chapman who was there with his Classic Team Lotus exhibits. He came to the stand and asked if we had met before (I must have one of those faces), however we haven't but I did



bump into his father, literally, in the Silverstone paddock during the 1977 Grand Prix weekend but that is bye the bye. Clive and I chatted about Kit Lotus and he said he had better subscribe and reached for his pocket for cash, I told him that he was already a subscriber and that I had been sending the magazine to CTL since the start. Apparently no one had told him. We went on to talk about my article in Kit Lotus Vol 1 issue 2 where I featured a picture of the Lotus 49 that was then resident in the Donington Collection. We talked about whether it was a 49B or a 49T because of the slight difference over the height of the bottom rear radius arm cut outs for the Tasman car, for some reason slightly higher than the GP car and I maintained it was indeed a 49T. I must admit it was an enjoyable few moments and Clive went away, only to return just before the show closed to confirm that he had been having a very nice chat with Bob Dance in the back of the CTL transporter and that what we were talking about was correct and the 49 in the museum most likely had a 49T tub. He needn't have done that, but it sealed for me a genuine respect which has been confirmed in spades times many since then.

Kit Lotus the first 10 years

The second significant meeting was with Peter Pedroza. Pete had been at the show most of the day and was preparing to make the trip back to Manchester. He had walked past several times (probably didn't like what he saw or, he may just have had an inkling that if he did stop by, it may in the long run cost a few bob) but at the last minute, he changed his plans to leave and came back to speak to me. He told me that he had scratch built a 1:8 scale Lotus 49 and had done a 1:20 scale Lotus 78 pit diorama but that he had lost interest and put them in the loft. What? What a waste, we got talking and he took out a subscription promising to fish them out of his loft and send me a picture (he also confessed to building a red car by the way). Off he went and I didn't I pin my hopes on it but sure enough in quite short order, Pete sent me pictures and from that day became a staunch Kit Lotus supporter . Since then Pete makes claims that everything he has done in regard to Lotus modelling, including having to shell out on a new car because the other one was too small and spend thousands of pounds on a hobby he had already relegated to the loft, is all my fault. For my part I'm glad he chose not to leave Donington early and I readily confess that I don't feel any guilt whatsoever especially for the friendship that has emerged.



Kit Lotus on the road for the first time with models at the 2010 Classic Team Lotus Festival Snetterton— the weather wasn't that kind

So there we are, three buddies and an online magazine with readers who are very keen to read it, comment about it and allow their model collections to feature in. What next? After Donington we took our first steps to Hethel and joined the CTL works tours. These became and still are wonderful experiences. Not least for the unique opportunity to see the historic workshops, but to follow the continuing



During our first trip to Classic Team Lotus Pete tries on a Formula Junior Lotus 18 for size and reminisces about how Jim Clark ran over his foot in the Oulton Park paddock back in 1965 - tough life being a Lotus fan.

progress of those cars that made motorsport history from the fifties through to the nineties depending on which cars were in the workshop at the time. The tours are also an opportunity to meet first hand, the people who make all this happen in such a warm welcoming way, no one tour is the same as the last.

Norfolk, or rather St George's Distillery has become the Kit Lotus meeting point not just because they make great whisky but it seems to be the last place to get a phone signal before we head off to our accommodation then later to Potash Lane.

Not long after our first sojourn to CTL it became apparent that Clive Chapman was planning the most spectacular Lotus gathering ever at Snetterton in 2010 and could we be a part of it please? You bet, and this was to become our first public appearance with models, not just our own, but we are entrusted with Clive's own collection including the 1:12 Lotus 25 presented to his dad by ESSO for winning the 1963 World Championship. IKEA flat pack display cabinets became the norm. On the Norfolk trip I had five in the car as well as four tables and my models, stargazing headlights was the thing and the even the Volvo looked a little squat on its suspension. Fortunately three of the cabinets were for CTL so the car could breath a sigh of relief for the return trip. Snetterton was also a claim to fame for me as I can truthfully say that Clive Chapman helped me put together an IKEA cabinet.

Kit Lotus the first 10 years

Snetterton was an unforgettable experience. To be part of it, seeing the Lotus gathering and meeting lots of Lotus people such as John Standen and having them come into our display to look at our models, fabulous. Snetterton was also unforgettable for wrong reasons. Over the two days I was doubled up with stomach pain for long periods, I even gave up my hospitality pass and spent long sessions either huddled up in the back of the display or in my car. I put the agony down to a dodgy breakfast but the following day having to drive home was just as bad. Anyhow, it passed and I got on with life only for it to flair up again less than a month later necessitating a gall bladder removal. Only a couple of years in by now and this Kit Lotus thing seemed to affect my health, I'm starting to fall to bits, by this time I had also had four eye operations as well !! - tough life being a Lotus fan but touch wood, there have been no major traumas since then, unless you count four broken fingers and a broken toe.



More of the Kit Lotus display Snetterton

Seeing all the F1 cars assembling in the specially erected marquee was brilliant, seeing them all assembled on the grid even more brilliant and the famous aerial shot of all the Lotus Grand Prix cars since 1958 which Clive gave me made up for all that pain and that signed poster takes pride of place on my staircase at home.

To great amusement, not long after Snetterton, Kit Lotus reader David Cole sent this 'mockumentary' picture of his own Snetterton grid in 1:43 and taken at a scale height of 50 metres !! There is even a figure of ACBC presiding and apart from a couple of substitutes, most of the cars are as the famous grid shot.



Reader David Cole's alternative Snetterton grid shot

By 2010, Kit Lotus was attracting articles from around the globe. Jim Marsden from Colorado, one of the most prolific Lotus model collectors was providing 'Letters from America' sharing his vast knowledge on the subject and also articles he had published in the USA. He also put me in touch with several other significant Lotus collectors and model makers.



Serious alteration of kits that are on the market became a regular feature in Kit Lotus, this one is no exception starting life as the SMTS Lotus 40 which Simon Parsons converted to the Lotus 30/40 owned and raced by Paul Gresham, owner of a Surbiton Driving School in 1970 who obtained sponsorship from the Pink Stamps organization.

Readers have always fuelled the enthusiasm that drives Kit Lotus, but just to be part of those Snetterton celebrations really marked an arrival and by the end of 2010, Kit Lotus had crept quietly on to the Lotus scene with much more fun and adventure lying ahead.

JT

Monaco Station Hairpin 1966 - In Lime?

Occasionally, just very occasionally you understand, a picture of a model appears in Kit Lotus that is quite obviously not a Lotus. It's happened in the past, Lolas for example, airplanes even a train but for this issue I have even included a Ferrari, shock horror!!

No, I haven't lost my senses, this Ferrari just happens to have a Lotus connection or three and the photograph begins with a lump of limewood nearly as tall as a fridge when stood on end. The wood in questions just happens to be a hand carving in about 1:36 scale of the Station Hairpin during the first lap of the 1966 Monaco Grand Prix. This delightful masterpiece is the product of Lotus fan Paul Locke whom we met at Race Retro and where Paul had a small stand (near to the sweaty sock cheese vendor) to display his carving which is looking to get around £15000 for this magnificent, truly unique piece of motorsport art.



The Lotus connection isn't confined to being a Lotus fan but specifically this carving is the first lap with John Surtees heading Stewart, Hill, Hulme and Rindt only because Jimmy on pole had problems with his 33 and didn't leave the grid when Louis Chiron did his barm pot act of dropping the flag. Otherwise, this carving may have been a little different. That aside, I don't recall seeing anything like this before and instantly wanted it to be featured in Kit Lotus. Paul takes up the story...

Thank you for your interest in my work . I am pleased you liked it as my heart went into creating it . I have been a F1 fan for as long as I can remember. Every two weeks recreating the Circuit of that weekends' Grand Prix on the floor using rope , string , Lego and anything else that I felt would do the job , for me to be able to throw a dice and push my cars that amount of times shown on the dice , each car taking its turn until the amount of laps that were scheduled for that weekends Grand Prix were completed. Writing the results down and holding my own world championship each year (not that my pushing was bias as a young child but my lotus cars always seemed to win .

I have always been a Lotus boy, brought up with my father telling me "Jim Clark the greatest" . Jim



Clark was before my time unfortunately, I grew up with Mario and Ronnie and of course the great Colin Chapman.

I have always been a model maker, taught by my father and him also being a cabinet maker a carving was always going to be the way I would go, so I created this piece depicting the opening of the 1966 Monaco Grand Prix at Station hairpin.

*1st Ferrari 312 / J Surtees
2nd BRM 261 / J Stewart
3rd BRM 261 / G Hill
4th Brabham BT22 / D Hulme
and just entering the scene
5th Cooper Maserati T81 / J Rindt*

This piece measures 25 1/2 " x 15 3/4 " x 6" (650 x 400 x 150) . Completely hand carved in lime wood it took months to complete from the planning, drawing, scaling down to the finished product. This piece is now ready for sale, I am also looking at taking commissions if someone has a favourite scene they would like recreated. But I will not do the same piece more than once so this is a complete one-off piece.



Monaco 66 in Lime continued

I asked Paul if he would send me some pictures of the process because his levels of skill I am sure will gain the appreciation of many a discerning model maker/collector. Starting from the block of lime with a layout drawing. Paul had to plan the work so that various pieces could be created by leaving a block of uncarved wood in relief to come back to later, painstakingly removing wood with just a hammer and chisel but with masses of confidence backed by the skill to justify it. The pictures illustrate the attention to detail, even the shovel and bucket behind the marshal's post has to be admired.



Each car was carved from a block of wood carefully left in the appropriate piece of tarmac and using lots of period photographs Paul painstakingly built up the picture that would eventually land each carving in much the correct place for that lap of the race. Generally, you can't get the wood. Well not in the UK anyway, so Paul imported this large lump of limewood from Germany along with two other monoliths for future projects.



Contact Paul at

www.motorsportcarvingmodelmaking.com



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New Grand Prix Models website

There are only one or two really serious model vendors in the country who remain faithful to auto modelling. Not a train, boat, aeroplane or Tiger Tank in sight. By far the most well known is Grand Prix Models who have a well established outlet and showroom at Thorpe Close, Banbury in Oxfordshire which is open to the public on monthly open days. One of the first to adopt an online shopping approach, the GPM website has been well used for many years but like all sites, the Kit Lotus site included, they do show their age and what was once cutting edge gets stale as other sites come on the market. I don't think there was ever a danger of the GPM site being ignored as it provided the most comprehensive availability status of most model manufacturers and shoppers could place an order for almost anything even if the search facility took a while in today's terms. However, GPM has recently revamped and relaunched their website and what a cracking job they have made of it. Navigation is much simpler, categories are clear (I only went on the site to have a look and five nano seconds later I had spent £50). Something caught my eye in my first search and before I knew it I was at the checkout buying an Autoart Display Turntable. Everything on the site is updated, the look and feel is updated and with the better visibility of the categories there is a greater chance of staying on the site for that item you expected to pick up elsewhere after you have bought the thing you first went on for.

Grand Prix Models are predominantly a mail order company but they do have a well stocked showroom which they open on one Saturday per month between 12.00 noon and 5.00pm. 7th April is the next opening day, quite a significant date in Lotus terms .

Jason, Mark and André have over fifty years of model car retail experience and the whole thing was formed in 1972 by Brian Harvey and his wife Rachael , the first specialist model car shop in Europe. Their magazine 4 Small Wheels has become the must read rolling catalogue of what is happening in the model car world, and backed up by the weekly emailed updates.

GPM has done a great job and it is bound I'm sure, to keep them in their market leading position.

Help yourself to the new website at:

www.grandprixmodels.com

Jim Simpson resin Lotus

I had a snippet from Jeremy Peirson, the young chap who looks after product licencing for Classic Team Lotus, about a resin Lotus Elite in 1:24 scale which appeared in a Dutch magazine called Lotus Letters. I had emailed to pick Jeremy's brains about the rumour of a Model Factory Hiro 1:12 scale sixties Lotus and he sent me the info about the Elite by one Jim Simpson in the United States so I just had to get in touch to see what was happening.

I am hoping to get a larger article on these neat miniatures later but here is a flavour of what they



are. Firstly the Elite, not much to say at this stage except the Elite remains one of the prettiest small GT cars ever made.



The next one is based on the Lotus XI Ghia Agile, Jim is not only making the kits but his day job as Director of Contemporary Classics in Seattle, Washington sees him recreating the Agile in 1:1

Kit Lotus Privacy Statement – March 2018

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Always hold your details securely
Only to get in touch in the way you have indicated when you gave us your email address.

Make sure that anything we send you is relevant only to the Kit Lotus website and eMagazine.

Adhere to your current communication preference which is exclusively by email.

Not to share your details with any organisation except that required by law for law enforcement purposes only.

Make sure you are in control of your information, and that you can ask us to stop using it whenever you like. If you have any questions or would like to opt out of receiving correspondence from Kit Lotus, email us at mail@kitlotus.com or use the contact page on www.kitlotus.org

Thank you

It's back !! The latest big scale Tamiya model to get the reunion tour treatment is the superb 1:12 scale Caterham Super Seven BDR. At around £375, some of those hoarding the previous incarnation and hoping for big bucks with still sealed boxes might think about ripping off the cellophane and getting out the glue!! I've been tracking one that has been for sale the last three years with the same vendor at Race Retro wanting much more than this new retail price. Good for Tamiya, great for us. Now then, how do we go about detailing this back to a proper Lotus 7?



Another well established auto modelling outlet is Hiroboy.Com specialising entirely in auto modelling leaving diecast and resincast to other vendors. Proprietor Steve has moved his growing outfit from its home in Cirencester to a new larger unit in Staverton, Gloucestershire. A huge commitment and statement in confidence of the modelling market.

His recently revamped website is also a wonderful showcase of what he has to offer with an ever growing range of specialist kits and after market upgrades for both cars and bikes. Kit Lotus wishes and Hiroboy every success in the future



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