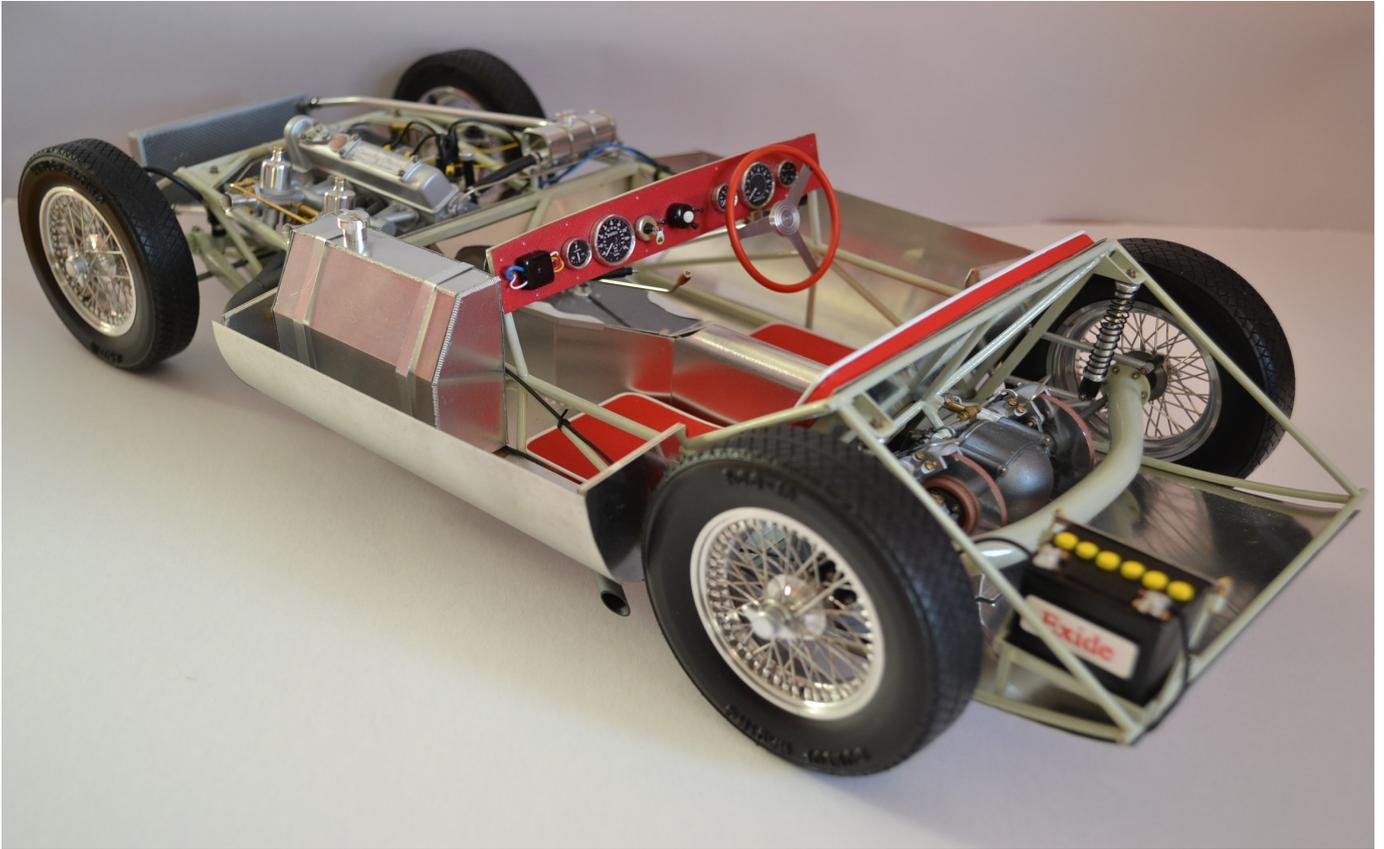




KIT LOTUS

Volume 11 Issue 1 February 2018



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Happy Birthday Kit Lotus 10 years old in 2018
Come along and help us celebrate by viewing
our display on stand 2-266 at Race Retro

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

I can't begin to tell you how much I have looked forward to writing this editorial and officially welcome you to the second decade of Kit Lotus but primarily to its 10th Birthday. Not least because you are the reason Kit Lotus is 10 years old. Back then I had only a notion it would work when Kit Lotus Volume 1 Issue 1 stepped gingerly onto the world wide web. My first editorial was almost apologetic but for one thing, despite who it hooked, despite who read it and how good a modeler they were, Kit Lotus had a statement which holds good 10 years later "you should always take the view that the kits you are building or the diecast you have bought are for your own pleasure". Even though Kit Lotus invited you to join in and share your hobby, you didn't have to be a builder of museum quality models. The wonderful thing is 10 years later, Lotus model enthusiasts the world over have taken that message, making me eternally grateful.

It isn't just happy birthday Kit Lotus it is happy birthday Kit Lotus readers and supporters. You have ensured that every eight weeks I have been able to write between 10 to 12 pages about just one subject, Scale Model Lotus.

There is always a back story to everything and Kit Lotus is no exception, so much so that I decided to 'serialise' the Kit Lotus journey throughout the six issues of Volume 11 starting with how it began. As the year progresses and the journey begins, many of you will recognise the landmarks which I hope you will enjoy.

I couldn't have predicted my own Kit Lotus journey but I can confirm how amazing it has been and that is entirely down to the people I have met, those I have shared correspondence with but never met and the places I have been able to visit and become associated with. Even more so, from a standing start, other Lotus organisations have taken an interest in what we do, especially with the displays of our hand built models giving us a sense of belonging to the wonderful Lotus story in some literally small way. Hopefully the next decade will be equally exciting.

The generosity of Clarion Events ensures that the 10th Birthday Celebrations can kick off in some style on our stand at Race Retro 2018 23rd/24th /25th February. If you are able to come and see us on stand 2-266 in the prestigious Hall 2,

my friends Peter , Simon and I will be very pleased to welcome you to our display. Peter will have his completed Lotus Eleven rolling chassis in 1:8 scale on display amongst his other scratch built models and Simon will be showing his burgeoning but immaculate collection of 1:20 models. I'll have a couple of items too.

Preparations for Race Retro are gathering pace, not least because what was once plenty of time is now getting shorter. Plans to complete the new display over the Christmas holiday failed due to a heavy bout of a bad chest but I promise we will be ready even if it means one of those famous all nighters!!

Elsewhere in this issue, Claudio Gionnone shares his Lotus 18 Borgward creation proving once again, the ingenuity that Lotus modelers and collectors portray to make sure their collections get that missing model. And, we also have another rather unique Lotus model from Andrew Bradshaw, something this magazine is becoming renowned for, a scale model of the Lotus factory in Cheshunt.



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Classic Team Lotus
congratulates Kit Lotus on
10 years of excellence



www.classicteamlotus.co.uk



1:43 Lotus 18 Spark—Borgward Conversion - Claudio Gionnone

During the last decade of writing articles about scale model Lotus, I've come to realise nothing should ever be ruled out as readers send in article after article about their various Lotus projects. I can only surmise there are some very busy sets of brain cells out there wondering what Lotus variation can we think of and construct next.

This article is about a special Lotus 18 which had no real career showing only 5 starts, 2 finishes and 1 'did not qualify' as Chassis 911 completed it's whole career in South Africa entered by Ecurie Wolman and Vern McWilliams and driven by only two drivers: the said Vern McWilliams and Helmut Menzler.

Now take one Lotus enthusiast Claudio Gionnone intrigued by the Borgward powered car and the enlistment of friend Paulo plus one spark 1:43 scale donor car and yet another eclectic Lotus is completed to the delight of anyone who sees it.



Photograph—Rob Young

The subject started life as Chassis 911 and bought by Vern McWilliams, shipped to South Africa and fitted with a four cylinder 1.5 Litre twin cam Borgward engine. Not unique, a similar engine was fitted to chassis 914 and raced in Europe with very little effect but our subject is pictured in 1961 being driven at the Ron Hesketh Circuit near Pietermaritzburg in QZN province by Helmut Menzler

Claudio saw the car in Turin Italy at the Torino Automotoretrò exhibition 2010. The car having been discovered in South Africa, brought back to Europe and restored by an Italian collector. From what I can gather, this is the point where the Rob Walker colour scheme appeared but why I have so far failed to ascertain.

However, Claudio was obviously taken with this hybrid although the works had run a similar air intake method and a smaller nose cone aperture for Innes Ireland without success. Claudio's model would be the representation of the car photographed at the Turin Show.



I must say, it certainly looks much tidier in the RWR colours and as you can see both the photo's the air intake system is different but whatever the mystique

surrounding the car, the fact we have a Lotus enthusiast wanting a model of the car and resorting to a time honoured method of getting it. If it isn't available, make your own or get someone (Paulo) to make it for you, or wait for Spark to make it or in this instant, use a Spark donor car.

The first task in producing this model is to decide which bits of the donor should be retained, which bits need to be discarded and which bits had to be made from scratch.



One perfectly good Spark Lotus 18 offered for sacrificial surgery

Borgward Lotus 18 continued.....

Having dismantled the car some cutting and shutting had to be done and a new engine cover created. An aircraft model came in handy here with a plastic section grafted on to the cut out top panel of the engine cover.



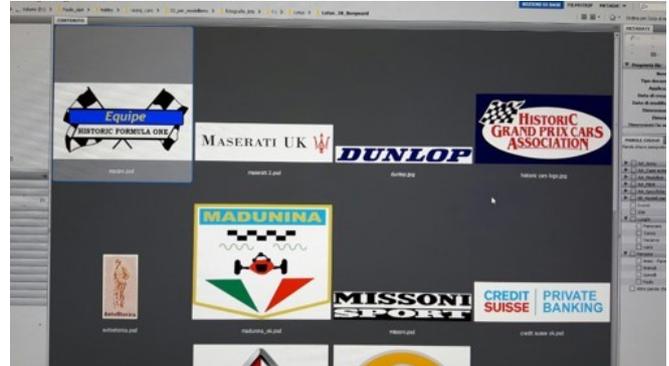
A Curbside model, nonetheless, some representation of the Borgward engine was needed so the rear suspension would locate in the correct place and the finished model would sit right.



With any modification, some parts need to be scratch built. The air intake system is one of the main features of this model and so had to faithfully represent the actual. Similarly, creating a modified



subject requires a set of decals and thankfully with the advent of easy to use software and the ready availability of decal sheet for modern printers, a set of decals can be produced.



To ensure the decals stood out as they were intended, Paulo prepped the model with white backgrounds for the areas where the decals would sit before finishing off with a nice overall paint finish.

The finished model is one to be proud of and pretty unique to Claudio's collection.



The finished model is displayed 'In current period' which means it has seat belts and an appropriate roll over hoop. Unlike the 1961 version, with no belts and a meagre protection hoop. The all important intake system is also modelled on the Torino Automotoretrò exhibit

Overall a very nice unique model Thank you Claudio for sharing it with us.

Kit Lotus the first ten years, how it all began.....

What is Kit Lotus?

In its basic form, primarily it is a magazine, or an Emagazine or even I suppose it could be described as a fanzine, written by a Lotus model car enthusiast who has always been a Lotus fan but without any huge aspirations to own a full sized version with only a couple of exceptions. Other than that there is also the tribal factor. We all have strong associations and long held beliefs that mean you wouldn't want certain things any other way. Lotus is like that, tribal support for Lotus means total disinterest in other marques in my view, much like you wouldn't set foot in a rival's football ground unless your team were playing. That's how best to describe it. So this enthusiast is also a fan.

Every 2 months since March 2008, said enthusiast has written 8 to 14 pages of stuff all about his hobby, Lotus model cars. Unlike others who, when they first saw Kit Lotus and whilst welcoming the concept, were determined it wouldn't last beyond a handful of issues, I had the belief it would last longer and now, ten years and 60 issues later, Kit Lotus continues to gather pace steadily reaching a wider audience across the globe. It is a bit like the film *Field of Dreams* - "build it and they will come". It's success is due to the concept being something others in an extremely niche, niche have understood and embraced by contributing to the discussions and debates with their own slant on their hobby making sure that, far from the solitary style of the first two issues, it has become a richer mix of contributions and looks set to continue. Model builders wouldn't build models if they didn't want anyone to see them, Kit Lotus provides that platform.

How it all started

Like any story fact or fiction, it has to have a preamble. This one is steeped in what is essentially hero worship and whilst it may later develop into hero respect, it carries a passion for cars driven by the heroes. Since receiving my first half-crown pocket money and living in a small suburb of Nottingham boasting not one but two model shops, access to a regular weekend treat of a two-bob Airfix model and a sixpenny tube of glue merely fuelled an enthusiasm that would last a lifetime.

It was 1963 and I was 10 years old and the two model shops, one an annexe of a bicycle shop and the other an electrical/hardware store but nonetheless, both carried more than a handful of my favourite model and toy car choices. The bike shop carried Airfix, Frog and Matchbox whilst the electrical store sold, Dinky, Corgi, Meccano and Hornby. It was schoolboy heaven and fortunately for me, my folks had two grocery stores in the town giving me ample employment opportunity to extra pocket money.

Eventually, the diecast and railway models died away from my list of enthusiasms but for some reason building model kits never did and as I often say to people when they ask at our various displays, I just tell them I never grew up. Link that to 1963 being a special year for one James Clark Esquire whose exploits filled my Hornet and Eagle comics and the die was cast (pun intentional). I just never stopped wanting to build kits and even when the time came for my Dad to sign my apprenticeship indentures, I still built models when not playing with metal and machines. The next significant step was the arrival of Tamiya's big scale kits and my own driving licence. No more jumping on the bus to Nottingham to watch the footie, it was climb into my Hillman Imp and seek out Mallory Park whilst trying to keep enough saved for that next 1:12 plastic miracle and to follow the exploits of Team Lotus in which ever magazine I could afford.



Birth place of Kit Lotus, those white chairs at the top, now where is the blue plaque

Kit Lotus the first 10 years

Life naturally alters with the advent of marriage and kids, priorities change and rightly so. However, I had discovered rallying, a sport I dabbled with for a handful of years before realising that neither my level of ability nor the cost were sustainable and so I turned my attention to the organising side where I enjoyed 28 years in differing roles. It would be fair to assume there was little correlation between rallying and Team Lotus but on two occasions the paths did merge and I found myself spending a pleasant two days outside the Jim Clark room in Duns manning time controls for the 1996 FIVA World Rally assisted by Ian Scott-Watson and Louise Aitken-Walker, both of whom came over to the Control and offered help. Before that on the 1994 Euro Classic at Hockenheim. After the fun of the circuit, a group of us went to the stone cross where Jim died and held a very moving impromptu service led by a clergyman who knew Jim. In the gathering gloom of a September dusk, hardly anyone spoke and out of respect, no one took photographs. Some things you never forget.

Both these occasions only served to re-ignite my Lotus modelling and then when Club Lotus began to hold its annual show and festival at nearby Donington Park, the die was cast (that's twice now, sorry). Visits to the Club Lotus Festival were a highlight and it was always the case there would be plenty of model buying opportunities and I began to nurture the idea wouldn't it be great if you could visit the show and see a display of scale model Lotus cars representing every Lotus ever made, road or track? Once away from the show, these thoughts would diminish only to re-emerge at the next show. These thoughts continued but always tempered with the reality of actually achieving it.

I had by this time and partly due to my rallying involvement had a go at manufacturing model cars. The Ford Escort ran supreme for years which coincides with my particular involvement in the RAC Rally of Great Britain for over twenty years, but more specifically, when the RAC came to my home town, I ended up choosing the Mitsubishi VR4 driven by Pentti Arilkala as my first die cast subject to manufacture followed by white metal Ford Escorts and white metal Sierra Cosworths. It was easy to get permission to make rally cars back then.

Permission to make formula one cars had to be directed through Ken Tyrrell's brother. I won't dwell on the subject of manufacturing models for retail sale because it almost bankrupted me, the Mitsubishi tooling and rights went to Vitesse and the white metal Escorts and Sierras to K & R Replicas.

Back to Lotus and my discovery of EBAY, suddenly my hobby not only had the real stuff you could touch at Donington, Tom Wheatcroft had some brilliant Lotus subjects and the Lotus show had its home at Donington, but the whole world could come to me through this new fangled EBAY thing. What was not to like? My stack of unbuilt model kits grew and where I had in the past collected other interesting kits of other marques, I traded them through the internet auction and grew my modest (compared to some) Lotus collection in return.



The Jim Clark Room—Duns

At this point, building scale model Lotus cars was still very much a solitary pastime, I corresponded a few times with vendors who were Lotus collectors but nothing came to much. Until that is, a question landed in my EBAY account message box in early 2003. To give some context, I had recently sold a Tamiya Lotus 49. A man on the west coast of the USA had

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A massive thank you to Clarion Events for their generosity in supporting Kit Lotus book your tickets now

Kit Lotus the first 10 years

recently bought a Tamiya Lotus 49B with a set of instructions in Japanese and he was keen to find out if an English version existed. His son suggested he check with someone who had some knowledge through EBAY and randomly, the man, now my dear



Bill and me ensuring the birth of Kit Lotus was celebrated with a barbecue even if it was raining.

friend Bill contacted me. Coincidentally, I had a copy of the English instructions so I photocopied them (naughty – don't tell anyone) and posted them to Bill. Bill asked how much it would cost and I said it would cost nothing except a progress report on how the project goes. From that point, a friendship blossomed we corresponded about our collections and our similar petrol head tastes and by late 2006 an invitation for my wife and I to visit Bill and his wife was accepted.

All this corresponding with another model collector and my getting to grips with this internet thingy led me to believe I could gather a group of Lotus model enthusiasts together to share this solitary hobby and make it never so ever again. These thoughts continued to mull around in my head as my wife Sue and I prepared to make our first ever visit to the United States. I have to say at this point how much I owe to Sue, who, despite spending inordinate amounts of time with me in desolate locations running time controls for rally cars in the middle of the night, despite her aversion for motor sport in any guise, acquiesced to the idea of what would be a car centered visit. She even agreed to accompany me on a VIP weekend at the 2007 Indianapolis 500 to break our journey to Seattle, I just had to see a Lotus 29 first hand and

make the pilgrimage to the scene of one of Jim's greatest achievements. Icing on that cake was seeing Dario Franchitti secure his first 500 win.

Arriving in the Pacific North West at Bill's lovely waterfront home overlooking one of the pacific inlets of Puget Sound, there was plenty of time to relax and talk on his deck looking over the water and to admire his model collection which he keeps in his lower floor games room. Not quite as tribal as my own collection with other favourites of his including Dan Gurney's Eagle, several other Tamiya big scales and many vintage American cars but nonetheless, a very nice collection. We talked a lot about my ambitions of a Lotus model display at Donington's Club Lotus Festival but probably more so of using the internet to put similar minded Lotus enthusiasts together and the notion of a regular newsletter emerged. I already published a monthly classic car newsletter for the motor club where I am a member and so the concept of a similar publication for Lotus model enthusiasts became more realistic the more we talked about it . I had already chosen a name for any venture either display or virtual and that name was Kit Lotus. The die was cast (that's three times now), Bill helped me decide and Kit Lotus was born in the USA over a beer in early June 2007 but it would be sometime before I had completed the website and written my first Kit Lotus ready to launch. I travelled home at the end of the holiday to start work on building a website and launching Kit Lotus on 1st March 2008 with the intention of making it every two months for publication. This later moved back a month so that there would always be a pre-Christmas issue allowing me to point out where the best offers on Lotus kits and models would be and to pass on some generous offers from specialist retailers.

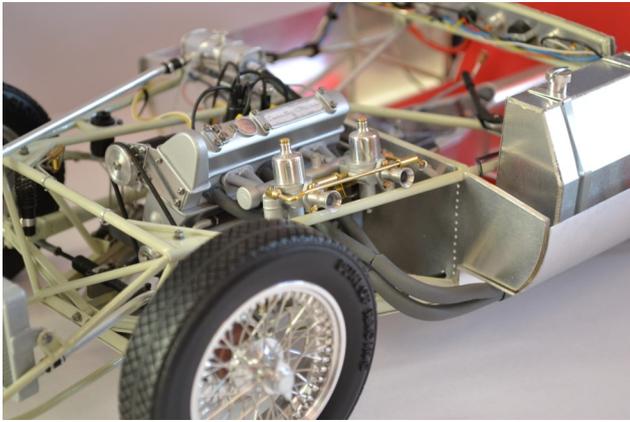
So that is how it began, what happened next continues in Kit Lotus Volume 11 issue 2, the first major milestones when I met Peter Pedroza and Clive Chapman and the first real display at the 2010 Lotus Festival at Snetterton.



Lotus X1 Rolling Chassis—Peter Pedroza

Finished at last. It's been mentioned many times in these pages that this model would sit as it looks now so that all the detail could be seen. However, I am now thinking that either half a body finishing on the centre line to give a cutaway view from one side, or a full body moulded in clear plastic may be the way to go, but that's for the future, for now, it is what it is.

I have followed motor racing for half a century and to be honest I'm more interested in the cars than the actual racing. Even now when I attend a race meeting I only spend a couple of hours at the most watching the action but about five hours in the pits and paddock. I think that this is one of the reasons I prefer to scratch build models as it does give a real insight in to how the original cars are made. You get this information of course with a kit as the manufacturer has gone through this process but when you are faced with drawing and making a certain component you really have to research the part in depth to make sure it is as good as you can make it. Of course where a kit has an advantage is that in building everything yourself sometimes you can get it wrong, and I certainly do.



Absolutely stunning

I actually finished the model some weeks ago but just too late for the last issue, and so put it to one side until it came out for these photos. Having another good look at it I spotted a big mistake. There is a fuel pipe that runs from the side of the tank to the twin SU carburettors

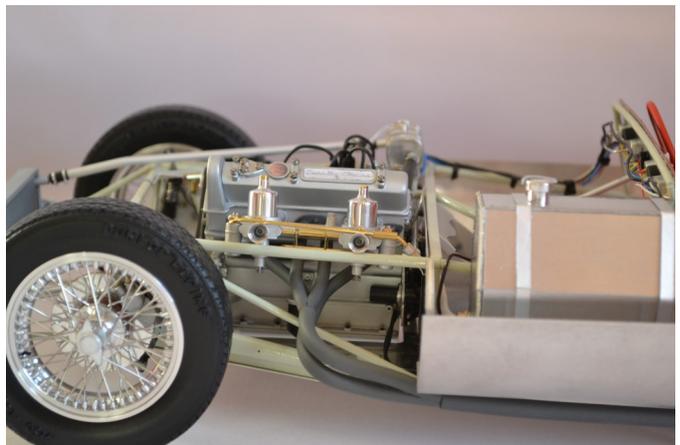


Such a pity there is no fuel pump to pressurise the system!! The model will be on display at the Kit Lotus stand at Race Retro in February and you just know that someone will spot this error, so if anyone asks, the pump is in the bottom of the tank. No doubt the same person will then tell me that that was not where the pump was actually located but lets face it, how many of these early Lotuses were to the same spec when they left the Hornsey factory. That's my excuse anyway!



Lost for words

p.s. Thanks to the latest magazine from Historic Lotus Register I have just found out that the pump was actually located on the frame just above the passengers feet, but I won't say anything if you don't!



Still stunning

Bestbalsakits has been supporting Kit Lotus for most of our first decade, owner Wim van Vlasselear sent this message:

"Congratulations on your 10th Anniversary, I wish you and your team a successful next decade with lots of interesting articles on interesting cars be it Lotus or not" Visit www.bestbalsakits.be for all of your modelling needs .

We modelers have the greatest respect for those who are enthusiasts of other genres, none more so than railway modelers who not only have to know all the secrets of electricity, but they also have some amazing skills when it comes to dioramas. However, rare upon rare, I have come across a railway modeller who is also a Lotus fan.

Andrew Bradshaw sent me a picture of the 1:76 scale model he is building for his railway which I suppose must be 'N'Gauge. Before me was the Lotus factory at Cheshunt.

Immediately, not knowing Andrew is a railway modeler, my first thought was how big is this guy's display cabinet? or, Andrew must be an Architect or something so I asked him the what and why questions.

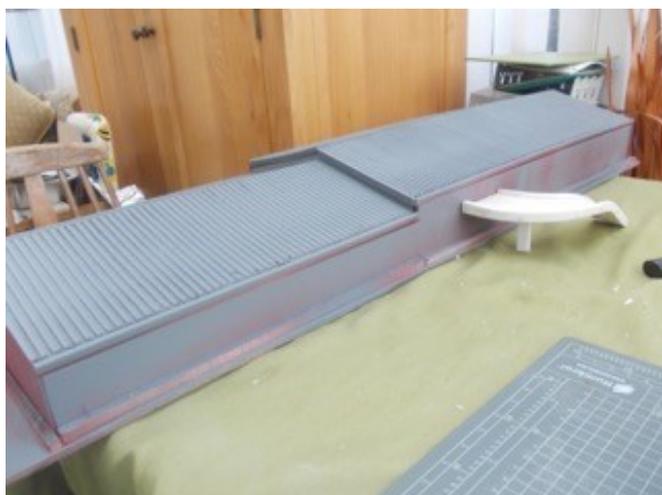
His response? Oxford Diecasts do a Lotus Cortina and a Lotus Elite in 1:76 scale so why not do it for his railway? Who am I to argue at that reasoning.



Real thing



The model and also right, it's big must be a humungous layout



Have you visited the new website yet www.kitlotus.org ? Feedback from readers has been very positive with such comment as " I find it has a more professional feel than the old one more easy to navigate" and " maybe it would be better if the drop down pages were reversed so that the newest is on top etc"

You will notice couple of differences already on a couple of pages, that is because I am trying out some suggestions made by the readers who very kindly assisted in testing the site.

One thing is certain, now that it is easier to access, more Lotus enthusiasts are registering as readers.

Bits and Pieces

Rumour Control Headquarters

I heard but can't corroborate that Model Factory Hiro will be bringing out a 1:12 Kit of a 1960s Lotus in the near future, let the speculation commence. Almost as tangible as the Lesser Spotted Ebbro Lotus 49B, we live in hope.



Seen on Facebook, the 3D printed patterns of the SMTS Lotus 63, keep an eye out for this

Paul Mumby reports that his 1:20 scale resin Lotus 63 is making progress, it won't be long before the finishing touches to the nose, engine cover and screen are completed. Similarly his Lotus 16 project is coming along. Once he is happy with the resin castings, pictures will follow.

To quote Paul " I should have known it was dangerous to predict a release date!!"

Adrian Newey is name familiar with motor racing fans the world over as the very talented race car designer responsible for 10 world championships in this modern era. He gets a mention in Kit Lotus mainly because I was given his book " *How to build a car*" as a gift for Christmas and now having read it, find it hard not to compare him against our hero and the reason we Lotus fans exist, Colin Chapman. The trigger was the testimonials on the flysheet claiming Adrian Newey as potentially the country's foremost engineer – well, perhaps this is true but it also makes the claim for him to be the greatest race car designer of all time.

The book is an excellent read with the format being progressive chapters featuring each of Newey's cars in chronological order. It celebrates the technology available today that has seen exponential growth since the era we tend to celebrate, yet Newey's style and patient descriptive text whilst very technical, goes a long way to make it understandable to the layman.

It is clear although not overtly that Colin Chapman has been an influence on him recounting his past as a Lotus fan and building the Tamiya big scale Lotus right up to buying the real ex Graham Hill Lotus 49B as well as acknowledging the work of Chapman particularly in the field of aerodynamics. Newey was a very talented youngster, hard working enough to follow his dream and even being offered a job at Lotus but opting for elsewhere. Newey's talent and passion for aerodynamics is a main theme throughout the book which is illustrated with his sketches and drawings explaining his theories.

In many ways, Newey and Chapman are of similar DNA with a remarkable ability to interpret the rule book to find that competitive edge before the opposition. That similarity apart, it is entirely wrong to compare the two with Chapman being at the start and weaving his genius at the time when a more practical approach to development was necessary, how he would have relished the technology available to Newey. That's the only way a comparison could be drawn, different eras are different eras.

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