



KIT LOTUS

Volume 9 Issue 5 October 2016



**1:2 Scale
Jim Clark
Helmet**

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"Is John Thornhill checking the contents of his rapidly shrinking wallet to see which car he can afford"

Welcome to Kit Lotus volume 9 issue 5. There is a mixture of articles this time as we move toward the season where we have more scope for sitting at our benches building models or browsing sales opportunities to enhance our Lotus model collections rather than visiting shows and doing outside stuff. Not that outside stuff isn't important, far from it. In the Kit Lotus world it is this extra dynamic which helps fuel the enthusiasm and I'm convinced things would be just a little flatter without it. With it, we are able to share much more.

Being the end of summer we still have a couple of events to report on, the Kit Lotus away day at Malcolm Ricketts fabulous summer Lotus barbecue in leafy Hertfordshire and we have a report from Gary David in Ohio of his exploits at LOG 36 in New Jersey.

Mike Serrurier who you know as the producer of quirky early resin Lotus models of subjects I, II, III and IIIB etc, paid us a visit from South Africa. Mike and I share a pint or three over the Skype bar room table every other weekend, something we have done since we 'bumped into each other' through Kit Lotus and so this trip has been long in the planning, from a "I must get over to see you Lotus types" to the opportunity arising and "my tickets are booked" has been one or two years. These trips don't come around that often so we asked Malcolm Ricketts if Mike might join us at the barbecue and we set up a private visit to Hethel ensuring Mike's excited state of anticipation was assured for months. The trip was a great success culminating on Great Yarmouth Promenade at their classic car event which featured several stunning exhibits from Classic Team Lotus.

Whilst our trips and events aren't strictly model building or collecting, they do have significance because they include Kit Lotus readers and often models on display, and they keep us in touch with the full size cars, photos of which are always used for researching our projects. Not only that they confirm the enthusiasm for Lotus in all its shapes and sizes and I am really grateful for readers contributions.

This issue also comes with a health warning. A Kit Lotus philosophy is that we build and collect our models to satisfy just one person, ourselves. A large range of differing standards have been exhibited and described within these pages so it doesn't matter if we can't all build museum quality stuff. So if you are in any way offended by the talents of those people who

can, you would be better looking away from some pages, especially those which refer to Peter Pedroza's latest exploits in scratch building. I've entitled the bits about Pete's models with a "caution genius at work" prefix so you have been warned!!

They say genius is quite often just a short step from lunacy, others may read the articles and spot bravery as well as determination but for anyone who sets out to make from scratch a set of five 48 spoked wire wheels, you must create your own tick box from the above definitions. That is before you arrive at his 1:2 scale model of Jim Clark's famous blue open faced helmet with white peak, or, just for a change, a model built from a kit. The MFH Lotus 77 in 1:20 scale but no ordinary kit, just look at the plumbing. No chance of even an emergency plumber sorting that out if you have a leak!! All magnificent stuff.

From my part, I've got back into the swing of building the Project 1818 using the spare time I can find at the moment and I'm not far away from starting some actual assembly. Scratch building fuels tanks and the pedal box had needed some thought as have brake and clutch cylinders, throttle pedal etc.

Gathering the raw material has proved interesting with an outfit called MACCS MODELS in Macclesfield Cheshire helping out with aluminium and brass rod but in particular nuts and bolts in the sizes 7BA, 12BA and 14BA.. For the benefit of our former colonial colleagues, BA or British Association is a screw thread with lots of very small options, perfect for modelling. The body has its first top coat, looks black even though it is dark blue, maybe too dark??



Enjoy the magazine, feedback and comment is always welcome.

Caution—Genius at Work (making wire wheels)

It is widely accepted that man's greatest invention is the wheel. You just cannot imagine life these days without it, least of all with regard to the Automobile. These days with racing cars and ever more with road cars the emphasis is all about the tyres. In modern day racing, and it's total obsession with an utterly bewildering selection of compounds, the wheels themselves are never mentioned, they are just regarded as a means to connect the rubber to the chassis.

It wasn't always like this though. Before designers realised that the lighter the wheel, the better the handling, the wheel itself was, not always, but usually of the wire wheel variety. Heavy, expensive, time consuming and difficult to build, it was never the less absolutely beautiful to behold. Now, on a model car a set of wheels can really make it stand out so long as they are nicely made, not so nicely made and it can distract from the rest of the model.

Which brings me to the reason for this piece, wheels for the scratch-built Lotus X1. Originally these were of the wire wheels variety, with one on each corner and another in the boot. Although the design called for wider tyres on the back the rims themselves were the same all-round, 4.5 inch by 15 inch diameter and made by Dunlop.



So we need a set of these in 1:8 scale and the first thing to understand with wire wheels is that they are not all of the same design as regards the spokes. There is a master craftsman called Gerald Wingrove, (can't really call him a model maker if you look at the quality of his work), who usually specialises in 1:15 scale cars from the 1930's and which therefore mostly use wire wheels. He has also written a couple of books called "The Complete Car Modeller" and "The Complete Car Modeller 2", which for scratch building, I just can't recommend enough.

In his book, Gerald says that some of his first commissions were for a series of models for what was at that time the Montague Motor Museum at Beaulieu in England and of the first ten cars he made, all of which had wire wheels, only two had the same design. The number of spokes can be 48 or 54 or 60 or even 72, they can have two rows or three or four and they can keep to their own rows or be interlocked with others, and all this doesn't take into account different rim and diameter sizes.

As is now common knowledge Kit Lotus has a nice easy relationship with Classic Team Lotus but I think I pushed the boundaries of friendship when I asked Sapphire if she would count the number of spokes on Clive Chapman's own X1 for me! Ever the lovely person she is the answer was 48, but I always wonder what she *really* thought of my request. The words "sad" and "anorak" spring to mind!

Now these 48 spokes are arranged in four rows. 2 rows of 16 from the rear of the hub and 2 rows of 8 from the front. All 48 are then fitted to just the front edge of the outer rim (which thankfully for me and this project makes this design one of the simplest). It still all sounds quite complicated though but as with anything else if you break it down and simplify it they are in fact quite straightforward. So, to understand these particular wheels you will need to read the next bit in conjunction with the attached drawing showing the various spoke layouts.

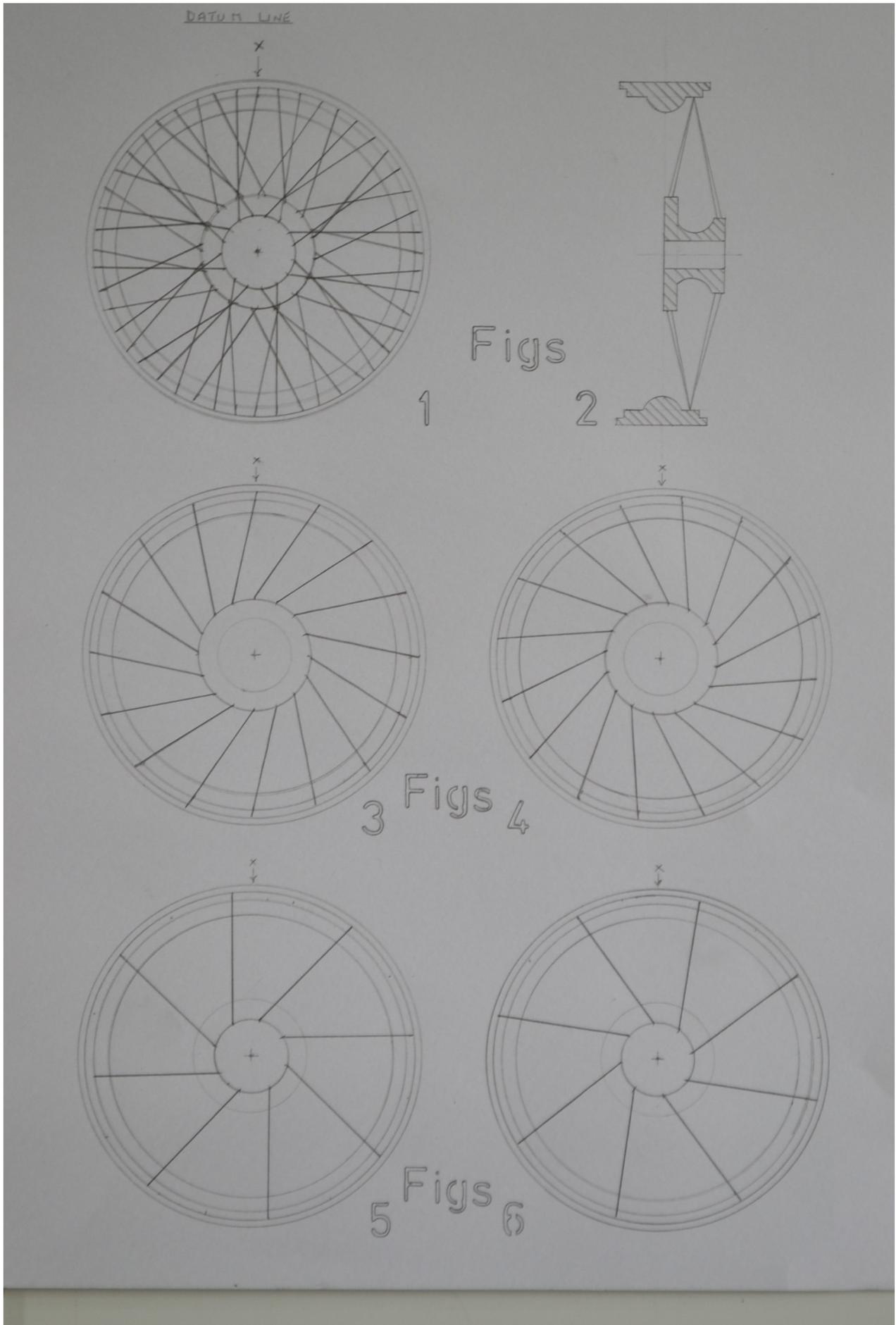
OK, here we go, now concentrate! Fig 1 shows the complete wheel with all 48 spokes and admittedly it does look a bit mind boggling at first glance but if you then look at Fig 2 you can already see the four individual rows. So starting at the rear of the hub, Fig 3 shows the layout for the first row of 16 spokes and more importantly how they all veer the same way. Fig 4 then shows the second row of again 16 spokes but this time veering the opposite way. Figs 5 & 6 show the 2 rows of 8 spokes in similar fashion that radiate from the front of the hub. Now if you have followed me so far have a second look at Fig 1 and this time it should be a bit clearer. Yes? No? Clear as mud?

(see diagram on next page — ed)

Continued



Read in conjunction with previous page



Caution—Genius still at work, read it and weep!!

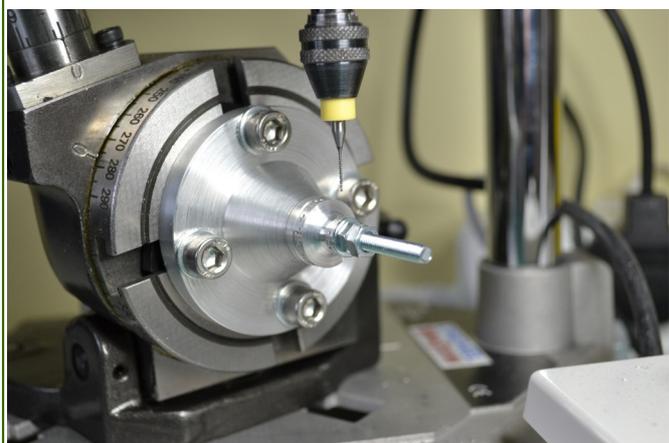
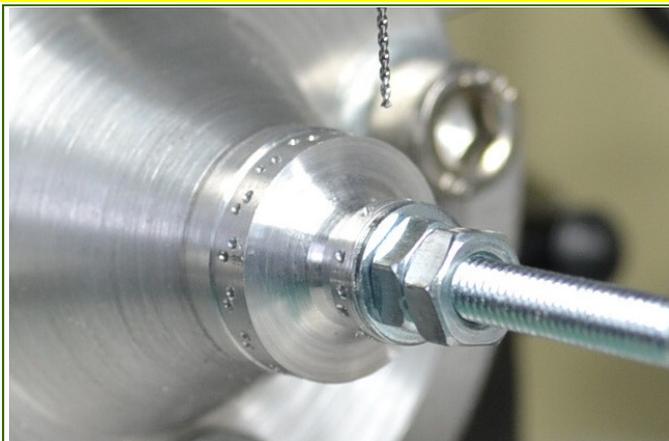
Assuming that all is now well with the layout, admittedly after probably re-reading the previous paragraph a couple of times, I need to say a word about the hub and the rim. With regard to the rear of the hub and the positioning of the holes, each row of 16 have their holes drilled slightly staggered to each other. A similar process is used with regard to the hub front. The reason for this is that it prevents the spokes from touching as they radiate outwards in different directions and also gives more metal between the holes thereby making the unit stronger. Looking at the outer rim you get the impression that they are arranged in groups of three but actually all 48 spokes are evenly spaced.

So that's the theory of how wire wheels are built up - now for the practical. There is going to be a lot of machining with this type of wheel and some very fine drilling so as is usual in this situation it makes sense to make a spare as you proceed in the hope that you don't actually need it. Five wheels on the car, (although I'm not yet sure if I will fit the spare one in place on the model), plus another one to be safe means six in total. That equates to turning six hubs, six rims, making 288 spokes and drilling 576 holes!



I started with turning the six hubs from aluminium with a 4mm centre hole to fit onto the axles. So far so good, but now for the spoke holes. The spokes themselves will be made from 0.6mm stainless steel wire so I chose to drill the holes 0.7 for a bit of clearance. Now you could make a sleeve that slips over the outer diameters accurately marked with the position of the holes to be drilled, but a much better way is to use a rotary table.

This is a device which as the name suggests rotates and is incremented by degrees marked on an outer ring. First job though was to make a fixture to hold the hubs utilising the centre hole and which allowed enough clearance for the drill chuck. For drilling I bought some fine drills but which had an increased shaft diameter that makes them much stronger.



Starting with Fig 3, the rear of the hub, 360 (degrees) divided by 16 (number of spokes) equals 22.5 and so with the table set at zero I started the marathon drilling operation. Eventually by rotating the table 22.5 degrees each time I ended up back at the start with 16 evenly spaced holes. Next, reset the drill position for the second row which are on a different line from the first and this time moved the table to 7.5 degrees for the first hole, (Fig 4), and then again by 22.5 degrees each time thereafter. Result, another 16 holes. Another two resets for the front of the hubs but this time moving the table 45 degrees for each hole, (360 divided by 8). I'm afraid that this is one of those jobs that is easier to do than it is to explain but I hope you have been able to follow it.

Six hubs and 288 holes later the whole operation was completed. I was only drilling to a depth of 2mm each time but I thought it wise to change to a fresh drill bit after every pair of hubs and unbelievably I didn't break even one drill. Still can't believe that!

Next time the making of the outer rims and spokes.

PP

Caution, Genius still at work!!! Jim Clark helmet 1:2

Among my collection of non-Lotus models is a set of helmets of all ten British World Champions. Simply made from the Minichamps range of 1:8 scale full face helmets they were all either just re-painted or modified quite easily for the earlier open face type.

About twelve months ago I was re-reading the Eric Dymock biography of Jim Clark and, noticing the change in his helmet over the years, thought to myself, how about making a set of these? However, delving further it would appear that he only had four helmets throughout his career, the early Everoke, Bell from '63-'65, a Les Leston in '66 and the Buco '67-8. The Bell and the LL were very similar and apart from the peak so was his last one, so in the end I didn't bother.

However a couple of months ago I was on ebay yet again and spotted some half scale model helmets from a Motorsport company in Australia. They were full face again but thought I could just make one of them into the Buco helmet. As I would be chopping it about quite a lot I bought the cheapest one, which with p&p came to about £30. The good news is that it arrived from down under in just one week. The bad news is that it also came with an invoice for another £30! This for import duty, VAT and a "standing" UPS charge, (charging twice for the same journey, very clever). Welcome to Rip Off Britain little helmet!!!

Anyway, after a couple of days during which I cooled



down a bit - not much, but a bit, I had a good look at the helmet. It was of good quality and at half scale a good size, about 130mm in height and was a limited edition version made to commemorate the 2014 the Australian GP.

I did have a brief consideration about basically destroying a limited edition scale model but then thought it would increase the value of the remaining helmets, so actually I was doing other people a favour!!!



First job was to strip the helmet with the visor and fittings, strap and lining all coming off to reveal the bare shell. Then the front chin piece was cut off, the existing livery helped with this to get both sides looking the same. Some filling and rubbing down and it was ready for priming followed by Halfords Rover Tahiti Blue. The peak took a bit longer to make though. Although it was only made from three pieces of 1mm plastic card, these parts need to have multi-curvature features to make them fit around the shell and each other. Now these days I expect there are app-wapp-gizmos that you can download and which will work out the shapes for you while you put the kettle on, - or you wait while the said kettle boils, make a brew and sit down with scissors and a piece of paper and cut out shapes until you get the desired effect. Guess which method I used! It was also the same method used for the templates for the white plastic chin piece that was popular with drivers for a short time in the 60's. New straps from some thin leather, some of the original padding for the inside, a few rivets and a couple of decals and there it was finished.

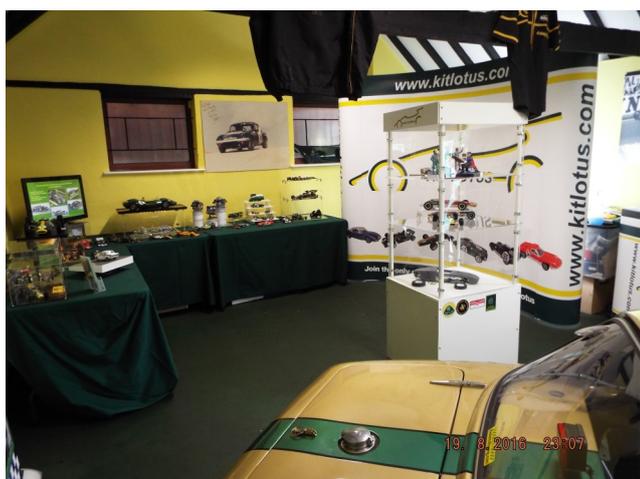


August in the world of Lotus has to mean Malcolm Ricketts summer barbeque and this year Kit Lotus was once again on the invitation list giving us another opportunity to put on display, the models we have built in the surroundings of his typically English restoration workshops.

Malcolm's event is always well attended, this year was no exception with the weather showing only feeble occasional attempts to dampen proceedings.

Our Kit Lotus display can only ever be an indoor feature, things are too delicate to trust to an open marquee or gazebo and is one of the reasons why our display doesn't venture out so often but Malcolm has the ideal spot for us. Setting up these days takes a few hours so we get there well in advance of the due time for visitors. This year's event was special as it coincided with a visit to the UK by the Lotus model maker Mike Serrurier from Durban South Africa, known to many of you for his quirky 1:43 scale early Lotus subjects, 1, 2, 3, 4, 6 etc along with Elites and 26R Elans. Kit Lotus carries his 1:18 scale Lotus 1 as a regular exhibit.

Mike had been looking forward to his trip for months, he and I share a beer and a whisky over the Skype bar every other week these last eight years



and so this trip has been in the making for some time. Malcolm very graciously agreed to invite Mike to the barbeque and was looking forward sharing experiences of the Sid Van De Vyver Lotus 18.

For Mike's visit, we arranged a private visit to CTL but along the way after decamping from



Deep concentration as Dick Scammell recounts fascinating Lotus insights

our overnight in Hertfordshire we vacated to a pre-arranged Kit Lotus 'club' event at St Georges Whisky Distillery in Norfolk, base camp before Hethel. Being close to our overnight accommodation meant cars could be discarded and important Lotus matters discussed over a beer or three.

Back to Malcolm's place and Peter had brought along his super scratch builds as well as his dioramas to go alongside my kit building escapades ensuring we had a steady stream of visitors throughout the afternoon. One of the most enjoyable aspects of our roadshows is the people we meet, especially where they are Lotus through and through. This events allows us to admire the amazing full sized cars these enthusiasts maintain and run, respect for the efforts and skills they put in my mind outshines what we do but equally, the car owners enjoy seeing the miniature side to their passion with equal magnanimity. Respect all round. Our visitors this time included Mr and Mrs Dick Scammell who spent quite a while with us sharing Lotus anecdotes, particularly about 903 PMT after he spotted my model of it on the Kit Lotus display.

The number of classic Lotus attracted by Malcolm is amazing, not least his own very fine collection supplemented by owners bring their own. Ronnie Peterson's personal Elan Plus 2 for example or the daddy of all Elites DAD 10. Van De Vyver's Lotus 18 is close to my heart at the moment being so engrossed in my Project 1818 (more later). This Alfa powered car is interesting in that it doesn't figure in Michael Whitlock's great book about the 18 only inasmuch being explained as a car built from a kit of parts sold by Lotus, hence it has no Lotus chassis plate or build number. Nice car all the same.

Letter from Durban—Mike Serrurier

My long awaited trip to the UK finally happened in August 2016 and partner Lisa and I had at last finished our long flight in to Heathrow. We are fortunate to have family living and working in Norwich who very kindly drove the five hours to Heathrow to collect us. From there we travelled back to Norwich, our first couple of days there were great, a lovely city, so much to see and do, then on Saturday the 20th we travelled back to Hertfordshire, Wheathamstead to Malcolm Ricketts annual barbeque, what a great day, I will never forget it, in fact I want to go again, and I will, and the cars of course all Lotus what a pleasure, and I finally saw DAD10 in real life, in fact Pete my good friend took a lovely shot of me next to DAD10, it is a picture I will treasure for life, and the other cars. Well I could go on for ever, the 18 which was raced in South Africa by Sid van der Vyver was very successful over here. It was great to meet Malcolm and spend some time with him discussing the 18 and then I met Dick Scammell and his wife on the Kit Lotus display.

After the barbecue John, Pete, and I stayed overnight and travelled back on the Sunday to Norwich, to meet up with family and the other travelling Kit Lotuseer, Simon Parsons at the English Whisky Distillery, the tour plus the afternoon in our hotel's beer garden went down very well, we all enjoyed it. Then onto Monday we went over to Classic Team Lotus, to stand in that workshop and think back 40 years, a Grand Prix winning team, World Championship Team, Colin Chapman, all the mechanics, Bob Dance, who we met and not to forget Sapphire who is such a lovely lady and made us feel so welcome, these are memories I will never forget, so much so that I would like to go again.



Famous Lotus number 1— Les Leston's racing Lotus Elite



Famous Lotus number 2—The Lotus 49

I do want to say a very big thank you to John, who organised this trip and finally meeting in the flesh after eight years, and to Pete and Simon who are part of Kit Lotus for also helping to make it a very special weekend and finally to Classic Team Lotus for allowing me to visit. Thank you Guy's.

Mike Serrurier—Durban RSA



Panoramic Princeton view of LOG36 2016



Gary David submitted this exhibit for the LOG 36 small model competition and featuring a brace of Onyx 78s, the Spark Transporter and Honda paddock truck, all complemented with a set of True Scale Miniatures 1:43 scale figures.

The scene depicts the paddock during morning practice at the 1977 British Grand Prix at Silverstone.

Gary won the contest.

LOG NEWSLETTER FROM GARY DAVID

August has been hot, very hot, muggy and not very pleasant at all, but the first weekend in August would be the national Lotus meet in Princeton, New Jersey. We divided our time in the weeks before the event getting our older cars ready and in selling Sandy's Esprit as she found an Evora to purchase. This purchase completed a very patriotic sweep as her M100 was blue, it was swapped for a red Esprit and now the Evora is white. Tony Krincvic found a buyer for the Esprit and we delivered it the weekend before LOG (Lotus Owners Gathering).

Of course I decided to tear the interior of the Cortina apart and I had to get Ron Kall to help bolt everything back in. However all the cars were ready a day or so early. I picked up Gordon Morris, one of our International members, at the airport on Wednesday and he would drive the Cortina. New CALL member Ric Queen's Europa wasn't ready so we loaned him ours. Thursday morning we were off for the East Coast. Actually driving the Evora seems like cheating as it is smooth, quiet, cool, and has GPS. The trip was uneventful except that the Europa developed an insatiable thirst for oil and devoured four quarts during the drive. No problem, oil is cheap.

We were joined by the Lotts, who had a few occurring and disappearing hiccups along the way. The Hansons attended along with the Harrisons and Bob and Joe Cross, and of course Kurt von Leyser. I had been volunteered by the organizers to run the contests. I accepted with the condition that I could still enter the contests myself. If I happened to win by 1000 votes someone might be suspicious but no one was too worried. This year, in addition to the traditional contests, they added a vanity license plate contest and it drew the majority of the entries.

Friday I set up the contest area as we had made some signs at home and got the contests underway. Then I went out to wash the cars along with Ric. The evening brought the welcome reception and the chance to meet up with all the friends we only get to see once a year. There was a great spread of food and it was a nice relaxing time. Bob Cross came into the contest room after the reception, saw that there were only two entries in the small photo contest so he had the front desk print a photo from his phone and entered it. He would eventually get second place after missing an entire day of voting.

Continued.....

Newsletter from LOG36 continued by Gary David

Saturday we were up early for the drive to the concours. I made early morning runs each day to McDonalds for egg McMuffin breakfasts as the hotel buffets were large and expensive. Before lining the cars up for the group photo the organizers stopped each car and took a photo of the owner with their car. This would be for showing with the results at the evening banquet. Of course, there is always someone who gets upset and one idiot tried to pick a fight with the organizers. He was driving a gaudily decorated Exige, with the license plate "F1CAR", and didn't feel he should be given any instructions at all. Luckily cooler heads prevailed.

Photographer Doug Chadwick took his annual panoramic photo of the cars and then voting began. When it was time for lunch there were several food trucks and everyone seemed to line up at once. Special guests Bob Dance (Team Lotus Chief Mechanic) and Richard Parramint were wandering around during the concours and it is always great to see them. This year Elisa Artioli, namesake for the Elise, was visiting and she graciously posed for a photo with our Europa.



Again it was hot, really hot, and although voting ran till two o'clock, by then nearly all the cars had left. Madam President had a board meeting to preside over in the afternoon and I gathered up the contest ballots and set about counting them with Grover's help.

The Saturday evening banquet was good, most people clean up and dress up a bit, and nearly 360 people were present in the dining room. Following the dinner came the awards for the concours which is always a highlight of the meet. Your author (with help from Gordon and Ric) managed to win the Cortina class (when the photos of the 3

place winners were shown it looked like they were all the same car). We finished second in the Europa class. First place in the Europa class went to a strangely painted blue and orange (Gulf Oil Colors) car covered with numbers and decals, rumored to be built at a cost of \$100K. None of

CALL's Evoras featured in the voting. I got up to read the contest results and announced Bob's second place along with our small model winning its class and our "7" vanity place taking second place.

Saturday's speaker was Wes Fredricks who had a good deal of insight into Lotus's troubles in the '80s but it wasn't of much interest to the newer members. Of course it ran long and then there was a crush of members outside picking up their trophies.

Sunday was still hot and Gordon decided to stay at the hotel and man his sale tables. Sandy, Ric and I drove to the Grounds for Sculpture in the Cortina and I forgot just how much fun it is. We spent a few hours touring it and the sculptures are marvelous. Then we found a quaint restaurant for lunch before heading back to the hotel to maybe relax a bit. I noticed that the Cortina brakes were a bit low so people wondered what I was doing driving thru the parking lot in reverse and slamming on the brakes but up came the pedal. I also drove a rocket ship of a Lotus Elan and inspected our old Elan which was present and finished. Sunday's banquet featured a buffet which was better than Saturday's meal and the speaker was Fred Stevenson, also from the early days of Lotus in the USA. Gary Harrison and I both won door prizes of framed Lotus advertisements and the Harrisons were good enough to cart mine home.

Monday's drive home started well but halfway home the Cortina decided not to start. The starter had been making strange noises all during the trip and now decided to be silent. Ric and I push started it and then I drove with Gordon so that we could leave it running at stops. The Europa continued to guzzle oil but ran perfectly. We got home at a decent hour and already started to make plans for next year's LOG in May at Barber Motorsports Park in Birmingham Alabama.



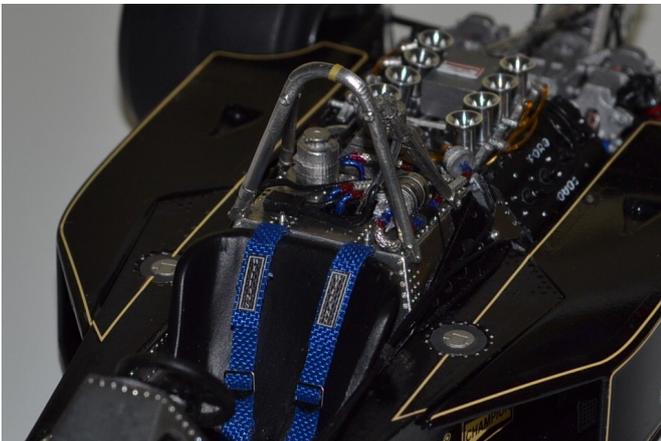
Vanity licence plate competition—no chance in the UK and remain legal

Bits and pieces

Peter Pedroza doesn't just scratch build, he builds kits as well, this Model Factory Hiro is his latest creation, the Lotus 77 from the Canadian Grand Prix of 1976 but this version is in its latest iteration as part of the Classic Team Lotus stable and driven by Greg Thornton in the Masters Historic GP series.



As I alluded to earlier, if you get a leak in this plumbing an emergency plumber won't help. Working in 1:20 even with various aftermarket pipe fittings is no mean task, but Pete has nailed this one once again



I hadn't yet mentioned the 'C' word but Christmas is just around the corner and time for Lotus fans to

think about the Christmas List. The model market appears to be quite boyant at the moment with some interesting stuff still around. Depending on which end of the market your gifst may come from, I spotted some quite tasty items for sale recently:

Many of us who remember the sixties had a soft spot for Emma Peel, a character in the TV series *The Avengers* co-starring alongside John Steed Emma drove a Lotus Elan and John a 1930's Bentley. Corgi gave us one of their TV related gift sets for around £2 or £3, this one will now set you back over £500!!



Other areas of interest include the Carousel Lotus 38 of 1966, Jim Clark's mount to second place at the Indy 500, which you can pick up between £200 and £500. Similarly I notice the 1:12 Lotus 97T of Ayrton Senna (Paul's Model Art) going for £900!! Of course, the item is only worth what someone is prepared to pay for it so don't take these prices as gospel.

Happy collecting

JT

I heard that Jim Marsden, Lotus model collector, Lotus owner, a supporter of Kit Lotus, the first ever USA subscriber and the writer of Marsden on Models in the magazine of the Lotus Club in the USA, is quite poorly at the moment. I'm sure everyone will join me in sending Jim our very best wishes.

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