



# KIT LOTUS

Volume 7 Issue 4 August 2014



## Axel-R triple line up of JPS icons

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## Monopost T127

## Kit Lotus Editorial

'the world's only magazine dedicated to scale model Lotus'

Summer is here as I write this editorial so it must be time to take full advantage of nature's virtue and get out the spray booth with temperatures ideal for getting some body shells ready for the autumn/winter model build. Having a workshop that is hot in summer and cold in winter does have painting advantages this time of year. It isn't that Lotus model building has stopped, but the nice weather has been too tempting to labour indoors so you will excuse the non-model articles, after all they are Lotus.

I got some really good feedback from the piece Martin Mayor provided in Volume 7 Issue 3, describing his trip of a lifetime to the Spark factory in China and the Macau GP as a result of winning a competition to suggest to Spark what future models they ought to make. However, in the proof reading I forgot the punchline which described the suggestion Martin made to Spark that won him the competition. Given Spark's penchant for things out of the ordinary and especially interesting subjects peripheral to formula cars, what was Martin's suggestion? A Sinclair C5 no less, in JPS colours that ran in the 1980s.

I did a little digging. Classic Team Lotus confirmed



they existed and pointed me in the direction of an image search. Also, they couldn't confirm whether Clive Chapman has one, but if he has it is most likely in the Piggery where all good Lotus finds originate (Lotus fan theory). A little further digging found this picture.

The two C5s lurking behind the tyres were snapped by Dennis Pointer ([www.sidennisphotos.com](http://www.sidennisphotos.com)) when he was walking through the pit area with Bob Torrey who built gearboxes for Williams. The two C5s clearly show the driver names Elio and Ayrton. The picture is reproduced in Kit Lotus with the kind permission of Dennis. A further search revealed other pictures of a delighted Ayrton Senna running around the paddock, no doubt taking a rest from contemplating on what lap his Renault turbo would defraud him of fuel but I have been unable to secure permission to print them! So there you have it, a little later than anticipated, Martin Mayor's grand plan for a Spark C5, I wouldn't bet against it becoming reality.

I also noted in the last issue that Simon Parsons had his head turned (slightly) to the dark side and modern grand prix cars. The 2010 re-birth of Lotus in formula one came with some optimism but so far has left us a little disappointed, nevertheless it gave us the chance to increase our model collections. The first 'new Lotus' the T127 has been modelled in 1:20 scale under the guise of Monopost and originating from Studio 27. Simon acquired such model and it is represented in this issue in all its glory. As usual, being a Lotus it has striking looks and an amazing paint job.

Our 'meet the collector' slot has an antipodean flavour this time with some interesting stuff from Chris Doube, both as a model collector and as a Lotus owner with at least one famous car in his 1:1 collection.

Regular chats with Mike Serrurier down there in Durban about anything connected with Lotus models has revealed some disturbing news about the Kyalami circuit—see article— which has thankfully ended well. Also in this issue a friend of mine from the classic car circuit tells me about his time with a

Lotus VI, now there is a prompt for a model.



## Lotus T127

By Simon Parsons

After a brilliant, long and illustrious career at the forefront of most forms of motor racing, it was time to say goodbye. After the 1994 Italian Grand Prix, Team Lotus went into administration and at the end of the Australian GP of that year, a Grand Prix Lotus was pushed back in to its garage for the very last time.

In September 2009, a group of Malaysian business people, under the leadership of Tony Fernandes, decided it was high time the name Lotus, was rekindled as far as GP racing was concerned. Malaysian car maker Proton built sports cars under the name Lotus and with the withdrawal of the BMW Sauber F1 Team in 2009, there was a space for the new fledgling team to take flight.

With only five months to go before the opening race of the 2010 season at Bahrain, Lotus Racing, as it was named, was put under the technical directorship of Mike Gascoyne and work to build the car, in its famous dark green and yellow bodywork and powered by Cosworth Engines, began at a new purpose built factory, at Hingham in Norfolk, keeping it in the same county that was synonymous with all things Lotus

The car was given its press launch in London, in February with the full team there, including drivers Jarno Trulli, Heikki Kovalainen and Malaysian Fairuz Fauzy as test and spare driver



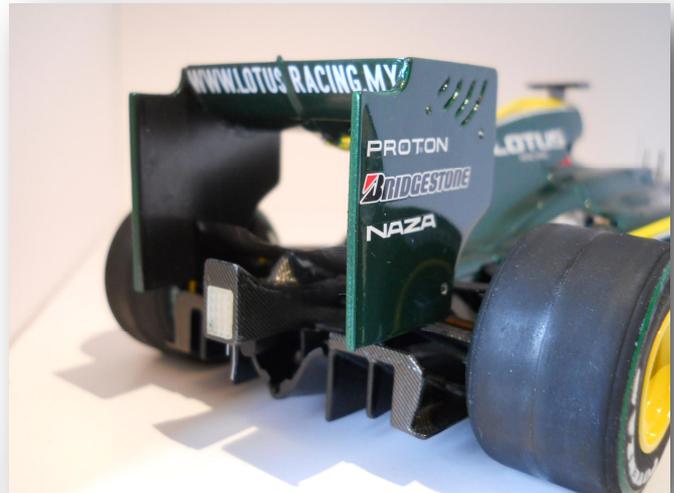
**Very nicely built by Simon as usual, the T127 is striking and purposeful in its retro Green and Yellow.**

The team acquitted itself well during that year's maiden season and although no points were scored it was seen as a good starting point for further development to be made before the 2011 season, when it was decided that the team would become Team Lotus and would be powered by a new Renault engine.

### **The Model**

This was the model that was never to be built. I am a dyed in the wool Classic Team Lotus fan and am happy to build any model of a Lotus sports or racing car. as long as it has ACBC on the nose. I don't really understand modern GP racing, with its KERS and quickly degrading tyres and would always prefer to trog off to Brands Hatch or some such racing circuit to watch 'real racing cars' in action.

This particular model did come up at a good price though, care of Steve at Hiro Boy and so the temptation became too much to pass up



The model is produced by Studio 27, under the pseudonym Monopost models (I think for licensing reasons.)

I had moth balled the model, partly due to other commitments and partly due to further disenchantment in the shabby state of GP racing at the time, but after a visit with John, Pete and my son to Automodellissimo (A model car exhibition just out side of Milton Keynes that I can firmly recommend) I saw a finished model of the later E Jan Lotus E20 and thought what a nicely made kit it was.

..... continued

opening the box, I was confronted with the usual parts that you get with multi media kits of this type, nice crisp resin body, a bag of assorted white metal, turned aluminium wheels, with rubber slick tyres, a smallish, but crowded sheet of P/E and lastly clearly produced decals. What I didn't expect was the three sheets of carbon fibre decals, especially as there was no guide to their placement anywhere in the less than adequate instructions. I had long agonised over the correct paint to use for the car. Hiro Boy does an airbrush match, but as I don't have an airbrush and that fact that I get through a lot of spray paint, this was a non starter. I took myself down to Halfords

to see if they could mix me up the correct colour, using the Lotus swatch they have there. I thought they had found it, but when the bloke came to type the mixing code into the computer, the formula wouldn't appear, due to the fact that it had never been sent to Halfords. I knew that the colour was a dark pearlescent green, rather than a metallic green, I found a can of Vauxhall Rio Verde. I hope it's the correct colour, it seems to look right to me. As with modern F1 cars, everything that wasn't body coloured was carbon fibre, thus all the decals. I first sprayed everything semi gloss black, to act as a good key prior to decaling and then started on the rear wishbones. I found to my dismay that the carbon fibre decals were very thick and it was taking gallons of softener to get them to adhere to the shapes they were meant for. Even then, I felt that they had quite a rough appearance. In the end, I ordered three sheets of Scale Motorsport carbon fibre decals. These went on like mad, with minimal decal fluid, they aren't quite as nice as the originals should have been, as they are slightly greyer and less shiny, but I think the overall uniform effect is OK.

After that, the body work, rear and front wing, which is a detailed model all to itself, went together nicely. The yellow and white body decals showed none of the too thick problems I had already encountered and I found a good yellow spray paint that seemed an accurate match was left with just the tyres to decal. I did the green band that went around the outside of the tyre first, this is produced in two halves, thus making it easier to get a nice 360

The Bridgestone/Protenza decals are a different matter and are something called Hi Tech decals, these require sticking to the tyre on the carrier paper, then rubbing the back and carefully peeling away the paper, leaving the words in place. I had already asked John's advice and had also been sent an email from Mark at Grand Prix models, but unfortunately, the theory proved easier than

the practice and after accidentally destroying half of the decals supplied, I realised that this wouldn't do.



Replacement decals for this project exist, but only Wim at Best Balsa Kits had them in stock, and with one week to ten days delivery time, I really needed to see the model finished. I then remembered that with the Tamiya seat harness set that I had bought for this model, came a Bridgestone spray template. I found this a bit scary and suffered some spray back on the wrong part of the tyre. After cleaning off and starting again a couple of times, I had what I hoped was a reasonable result, not as sharp as the original decal, but something that looks about right.



## On the road again

Kit Lotus has accepted an invitation to put on a display at JCT600 in Leeds on Sunday 7th September. JCT600 are hosting an open day at their swish Leeds Lotus dealership but with a difference. Very much involved are NYLOC (North Yorkshire Lotus Owners Club) and in particular Ian Townell. Ian is a Kit Lotus reader and also writes articles as Model Lotus for Club Lotus magazine. You may have seen Ian at the festival with his amazing display of Lotus models that includes anything with a friction motor, batteries, cables or flashing lights and not forgetting scale stuff as well.



Ian is in to slot cars, having raced them since the 1960s up to the 1977 Scalextric World Championships. Whilst at a NYLOC area gathering, the idea of Scalextric night to add variance to the club proceedings was suggested. Ian then took the idea forward and developed it into a 'Race for Charity' idea. Lotus in general support various causes, including, Teenage Cancer Trust and St Martin's House Hospice.

After some thought Scalextric were approached resulting in their kind support by providing the loan of track and equipment to help the project along.

The JCT600 connection came when Steve Dargan, the sales manager at JCT600 and a regular attendee at NYLOC events with the latest Lotus had a chat with Ian about the idea and so, at the JCT600 open day the 'Race for Charity' will take place.

The idea for the open day is for JCT600 to officially open their new Bentley and Lotus showrooms at Leodis Court, Leeds. During the day, there will be the latest Lotus cars on display, the Italian Grand Prix is being televised live and hopefully the support of both Classic Team Lotus and the Lotus factory along with us of course.

The Scalextric racing will be based on the current Scalextric Grid Force Set that includes Lotus Evoras. Donations will be in the form of paid lap sessions, as many as you want with the fastest time of the day being declared the winner (no mention of a prize .. Ed). The day will also include a barbeque. The JCT600 chosen charity is AYME (Association of Young People with ME)- Chronic Fatigue & Immune Dysfunction Syndrome. If the event is a success, there is more than a hint this could be put on the road for future similar

events.

***Confession time, I bought a McLaren kit OMG!***

***I have had my eye open for a 1:24 scale McLaren M8 for a long time, not because of any change in tribal loyalty, that is hardly going to happen. But because of the period of the Group 7 racers, there are many bits and pieces under the skin of the M8 that will help me build my 1:24 scale Lotus 30 from what is essentially a slot car body shell in resin. But, it has to join the waiting list.***

## Meet the collector—Chris Doube

I told you about Australian Kit Lotus reader Chris Doube last issue, how, as a keen Lotus fan and auto modeller, he thought like us that building models had to be an isolated hobby until that is, he came across Kit Lotus.

Chris got in touch and we spent a good hour on the phone just talking about Lotus. It was obvious Chris is an accomplished modeller judging by the pictures he sent me. He also has a collection of 9 1:1 Lotus cars including one we have met before.

In Volume 2 Issue 1, March 2009, I included an article that related to the Cliff Alison transporter and, more to the point the very man who drove it for Team Lotus, that was Brian Allart. Brian who lives in Australia very kindly penned an article for us in which he revealed he was the one who built the first Coventry Climax engine Lotus 7—7TMT. The car went on to be raced by Graham Hill winning first time out on Boxing Day 1957 before becoming the works demonstrator. Later it was owned by Peter Warr who raced it from 1958 and also covered 30000 road miles. The car went to Australia in the mid sixties and was bought by Chris's mum in 1971. They have owned it since and Chris recalls being taken to school in it!



Chris's pristine 7 TMT

Back to the models, and I asked Chris if he would contribute to my 'meet the collector slot. These are his responses to my questions about his Lotus hobby:

**Q.** When did you first become a Lotus enthusiast?

**Chris:** On my 10th birthday when my mother bought home a new Lotus Elan + 2. It made such an impression on me, that Lotus became a life long love affair. I still have that plus 2 and it is in pristine condition.

**Q.** What was the biggest influence that drew you in to Lotus?

**Chris:** I would say the technical innovation and elegance of design under the leadership of Colin Chapman. This led to great success on the F1 field, beautiful production cars which are still ahead of their time. These charismatic cars were featured in nearly every British TV series of the late 60s- 70s. Chapman designed cars that were efficient and elegant - the use of small high performance engines, aerodynamic efficiency and light weight construction is still ahead of its time now.



Chris's MFH Lotus 91

**Q.** Did that coincide with collecting Lotus models?

**Chris:** This is more later in life as I realise that I am unlikely to ever own one of the F1 cars and compensate with building high detail replicas of the dreams.

**Q.** Do you have a preference for die cast or kits?

**Chris:** Kits- anyone can buy a die cast

**Q.** Do you have a favourite brand either die cast or kit?

**Chris:** Tamiya- they have a good selection and generally fit together well (unlike studio 27 and Hiro!)



## Meet the collector continued.....

**Q.** How big is your Lotus collection and do you collect other models?

**Chris:** I have 9 1:1 models including a Lotus 340R, an Elan Sprint DHC, a Lotus 20 formula junior and the Grahame Hill Lotus 7 Climax mark 1 (which my mother used to drive me to school in!) I also have around 200 die cast models and 60-70 high detail kits that I have built.

**Q.** What is your favourite Lotus model car and why?

**Chris:** Lotus 72 in Gold Leaf colours, as it was the first F1 Lotus that I was really aware of and it represented a quantum leap forward in F1 design.

**Q.** How did you come across Kit Lotus?

**Chris:** My long suffering partner was cruising the Internet whilst at work looking for obscure kits for me and stumbled across it. The colour printer at her work was used to excess that day illicitly printing 7 years of back issues.



perseverance Chris shows in his meticulous approach can be seen in the Hiro 72 build picture (not sure about the background). The attention to detail Chris puts into his kits is reflected in his full size cars. Somewhat of an expert in restoring fibreglass bodies, the cars in Chris's stable are



Many Lotus fan's favourite, the iconic Lotus 72



flawless and I imagine his skills have been developed on other cars, his being totally original

He obviously owes his Lotus allegiance to his mum's immense good taste in deciding to drive Lotus cars. Testimony to that loyalty rests in having the self same cars still in the family and still in immaculate condition like his Elan Plus 2.

In our hour long chat, the degree of difficulty found in the multi media stuff was high on our agenda but the



## Sad story turned good story

I know this isn't anything to do with scale models but it does have a link close to the heart of every Lotus fan. Ask anyone where Jim Clark won his very last world championship grand prix and you will get the answer, Kyalami, home of the South African Grand Prix.

Whilst chatting with Mike Serrurier in Durban recently he has asked if I had heard the news that Kyalami was to be sold to property developers for housing!! Already the Roy Hesketh circuit and Grand Central have been 'recycled' from motor racing venues to Tuscan style housing and it looked like Kyalami was heading the same way after a court hearing ruled that the state should be liquidated and the entire 72 Hectares of the Bothasfontein Farm estate which contains Kyalami should be auctioned on 24th July with a court ruled reserve of R200 million!!

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Built in 1961, Kyalami really had its heyday in the 1970s and 80s, hosting the formula one South African Grand Prix and rapidly gaining a reputation for one of the fastest circuits in the world championship series. Kyalami also hosted the Motor Cycle Grand Prix and a 9 hours endurance race often attracting crowds in excess of 100000.

For we Lotus fans, it provided the setting for Jim Clark's win in January 1968, his last world championship victory before we sadly lost him. Not renowned for a happy Lotus stamping ground we had to wait until 1978 to witness Ronnie Peterson's epic last lap duel with Patrick Depailler for the next Lotus victory.

In 1975, the South African Grand Prix saw no less than four Lotus 72s on the grid including the two works cars and privateers from the South African formula one championship.

Welsh rising star Tom Pryce was killed there in 1977 when 19 year old marshal Frederik Jansen ran across the track with a fire extinguisher. Pryce had no chance of avoiding the collision and both were killed instantly.

Sadly, political isolation ended international events at Kyalami in 1985 but during that period, the track layout was modified from its original 4.3km length to incorporate a tighter more technical configuration by the time formula one returned in 1992 and 1993.

Although holding a special place in the hearts of all South African motor racing fans and indeed a wider global cross section, the circuit was in decline since 1993 when the Automobile Association (SA) bought the track for an equivalent of 6.4 million dollars, sadly they could not afford to maintain the standard required for formula one racing to continue at Kyalami.

The circuit was sold again, this time to a property company owned by the Theodosiosi brothers in 2004 with big plans for the future. Unfortunately it went the same way as the recent deal to transform Donington Park into a grand prix venue. The writing was on the wall .....

Continued

## Kyalami cont'd....

After failing to bring the circuit up to a modern standard, the writing was on the wall for Kyalami, liquidation followed and the order to auction the circuit as part of the estate put the jewel in South African motor racing in deep jeopardy. Speculation as to how many homes could be built where the pits and paddock are helped garner lots of interest within the development community in South Africa and it was widely tipped to be the end of a legend.

The inevitable seemed too close to consider any last minute reprieve but reprieve did come in the shape



Kyalami pits, early 1970s—Gunston Lotus 72 just visible

of the CEO of Porsche South Africa who put in a last minute telephone bid of around 20.1 million dollars to secure the circuit for its new owners Porsche South Africa.

At this stage, there is no notion of what plans Porsche have for Kyalami but it may be an opportunity to re-set the formula one map back to where purists think it should. Surely there is enough cash swimming around within the sport to make this happen and bring back grand prix racing to one of its historic homes rather than keep taking the sport to countries who have no motor racing soul other than a boat load of money.



# AXEL'R

Roger Duteple sent me the cover picture for this issue of Kit Lotus, his latest Transkit, for reference TK006 which is a set of JPS decals with the option to make the three cars shown. Roger has taken three Lotus related subjects, all in the iconic JPS livery and has provided us with the option to have three special cars in our collections.

All in 1:43 scale, the three models from left to right are: Colin Chapman's personal Lotus Plus 2 S, which is based on the Oxford Diecast version of the model. Next is Ronnie Peterson's Lotus Europa Special, again in the striking JPS livery and based on the Kyoshi Europa and last is the Lotus Esprit Turbo of Nigel Mansell based on the Autoart version.

The Europa Special will need the seats painting in a tan colour and the Esprit seats need to be painted red.

Further information is on [www.axel-r.com](http://www.axel-r.com)



A trio of Lotus 109s are on offer from Spark, the last of an unbroken line of

Lotus formula one cars since the 12 of 1958.

As you would expect, the four versions which are available are good replicas of the car with slightly different detail representing the grands prix they raced in and who sat in the cockpit.



Johnny Herbert - Belgian Grand prix

## MFH Lotus 98

Images copyright of Model Factory Hiro

Highly detailed multi media kits are the lifeblood of Model Factory Hiro and recently their move to more kits in 1:12 scale raises the bar even further in detail and complexity.

The latest offering is the Lotus 98T. The model, based on the 1986 car is available in three versions: The Spanish and US GP version which Ayrton Senna won, the Hungarian and the Belgian GP versions.

MFH already have the 97T in 1:12 scale but the car is subtly different but with similar outward looks.



Aluminium machined wheels are an MFH trademark and the 98T is no exception, the centres are also aluminium but coated in almite gold. The Hungary GP version had a Dymag dish version in black, this option is included.

Masses of photoetch of course and the factory prototype looks stunning, no doubt the finished car will look as good but these kits are not easy to build. The cost means you either have to be very confident in your own ability or get someone to build it for you! It isn't uncommon to hear from readers just how difficult these multimedia kits are but, if you have the skill and the patience the rewards will be very satisfying. Nice car.....

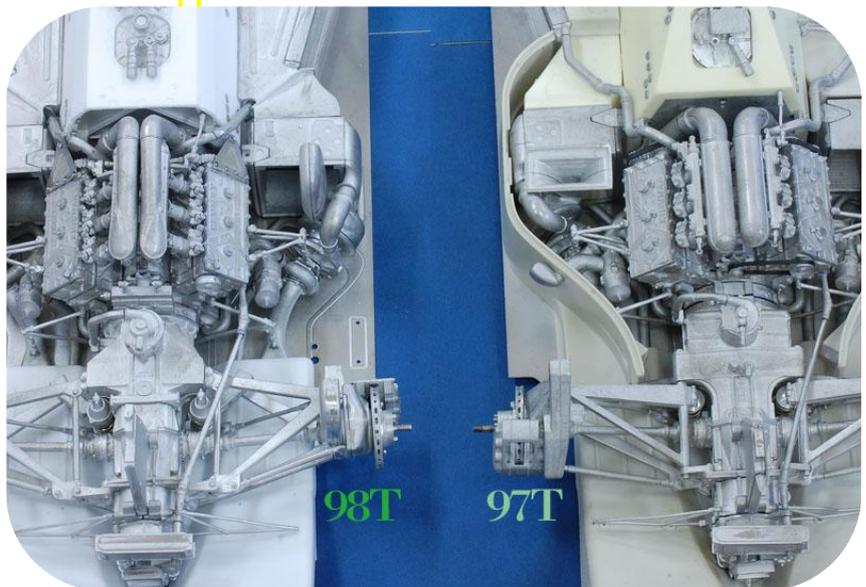


The main changes to the 98T from the 97T were mainly intended to improve the aerodynamics in an effort to get the best out of the Renault engine which arguably could have cost Senna the chance of the 1985 world championship.

Only slight visible changes to the V6 Renault engine and detailed changes to the rear suspension.

The MFH kit comes as you would expect with a variety of plumbing and wires. Resin body parts are given some weight by use of an etched base plate which is screwed to the kit. Another novel feature is a screw fixing for the removable cowl.

Acres of carbon fibre decal sheet will keep the builder very busy.



***My mate's Lotus VI (I know it isn't a model but we need someone to produce one, so this is a hint!!)***  
***A car I once owned ..... Noel Sabin***

As an ageing classic car owner I frequently find myself asking the question of myself, "Why did I ever sell that car?" The car which prompts that question is likely to be well over 50 years of age and could be older. The focus (no pun intended) of this article caused me to ask this question 2 years ago at the start of The Sherwood. The price tag on a race prepared Lotus 6 made me draw a deep breath. Of course the answer to the original question is "Because circumstances demanded the sale – the arrival of a family!" However the Lotus was replaced by a scratch built Mini Marcos but that is another tale.



My love affair with RSM 659 began whilst still at school as the car was owned by a lady neighbour. She also drove her boyfriend's TR2. I quickly worked out that if I left home at the right time I could get a lift half way to school and finish the journey by the appropriate bus. Eventually she married the TR2 and moved away and I went off to college. Toward the end of college I found out that the Lotus was for sale at the garage that Des & Pat (neighbour) ran as a hobby. They agreed to take my Standard 8 part X plus £ and with some help from my dad and the Lotus was mine.



The first mishap was that the electrics caught fire whilst doing 0-60 times down the Ashby Road, Loughborough. Rewired, off we went to Silverstone to the British GP.

The specification of the car at this point was pretty basic and was really an advanced Ford Special. Engine E93A (1172 sv); Buckler 3 speed close ratio box; Torque tube drive to rear axle which was located by a Panard rod. Brakes were cable operated to standard Ford drums and wheels were special 15inch rims shod with Michelin X tyres. Suspension at all four corners was by Coils spring damper units with the front axle cut in half and centre line fulcrums to create independent suspension.

In late 1965 I entered a very low key Autocross event with the above specification and came away with 2<sup>nd</sup> FTD. The bug had bitten and plans were made for the coming season. The engine was clapped and the car had a bad habit of jumping out of 2<sup>nd</sup> gear so the winter was spent dropping in a 100E (still 1172sv) unit and replacement close ratio gears. 1966 saw Players No6 heavily sponsor an East Midland Autocross Championship (a class win was £10 in those days). This had the effect of drawing in serious competition from all over the England. At the end of the year I finished 3<sup>rd</sup> in class. More development required.



Winter saw all the running gear scrapped and replaced with a 1200 ohv Ford engine, 4 speed gearbox, a re-designed rear suspension and axle and hydraulic brakes. The engine was balanced and breathed through twin 1 1/2 SUs and a four branch exhaust originally made for a boat! This set up began to bring rewards in the form of class wins and a single FTD.

## Lotus VI plus Bits and pieces

The Lotus was always included in the Specials class where anything goes, including twin engined and 4-wheel drive beasts although the quickest were Cooper 1275 s motors / drive train in a simple tubular frame with a wheel at each corner. A Ford 1500 GT motor must be the answer for the Lotus as Players No6 had now gone National with regional competitions sections providing national finalists.

My final season 1969, was the final development of the car. The 1500 GT Ford was acquired and fitted with a rally cam and the head skimmed, gas flowed and polished. A good friend and fellow Peveril Motor Club member at this time also had an interest in 'The Gearbox' speed and specialist motor spares shop. He loaned me a number of other goodies from his own stock of parts, namely a close ratio Ford gearbox and a limited slip diff which were duly fitted for this final season of off road competition. With very hot specials in the EMAMC the Lotus was fortunate to finish 3<sup>rd</sup> in class and thus qualify for the national final held at Silverstone inside the GP circuit. Unfortunately the big valve head borrowed for the final created problems with a blown head gasket in practice and although this was replaced, including sitting outside a Ford dealership for a set of new head bolts, the final was disappointing with a 12<sup>th</sup> place finish.



The car was sold at the start of 1970 as a teacher's salary would not finance the development any further a family was planned. Some years later I received a letter out of the blue requesting information from someone who was attempting a restoration but although I replied nothing more was heard of Lotus RSM 659. When my late father moved in 2001 the windscreen for the Lotus was found stored in his loft space, sometime later a wanted advertisement saw the screen sold.

That brings this article full circle to the opening paragraph. How often have we heard 'I wish I had that car now' when viewing a Classic Car, that was my response during the Sherwood Classic Tour. The host showroom had an MG powered Lotus 6 with a price tag to make you gasp! Granted the car was fully historic competition prepared and I think it was a car raced by Chris Rea (The Road to Hell etc.).

Noel Sabin

***Following on from the Model Factory Hiro 98T in 1:12 scale, MFH have also released a full detail 1:43 scale version of the same car.***



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