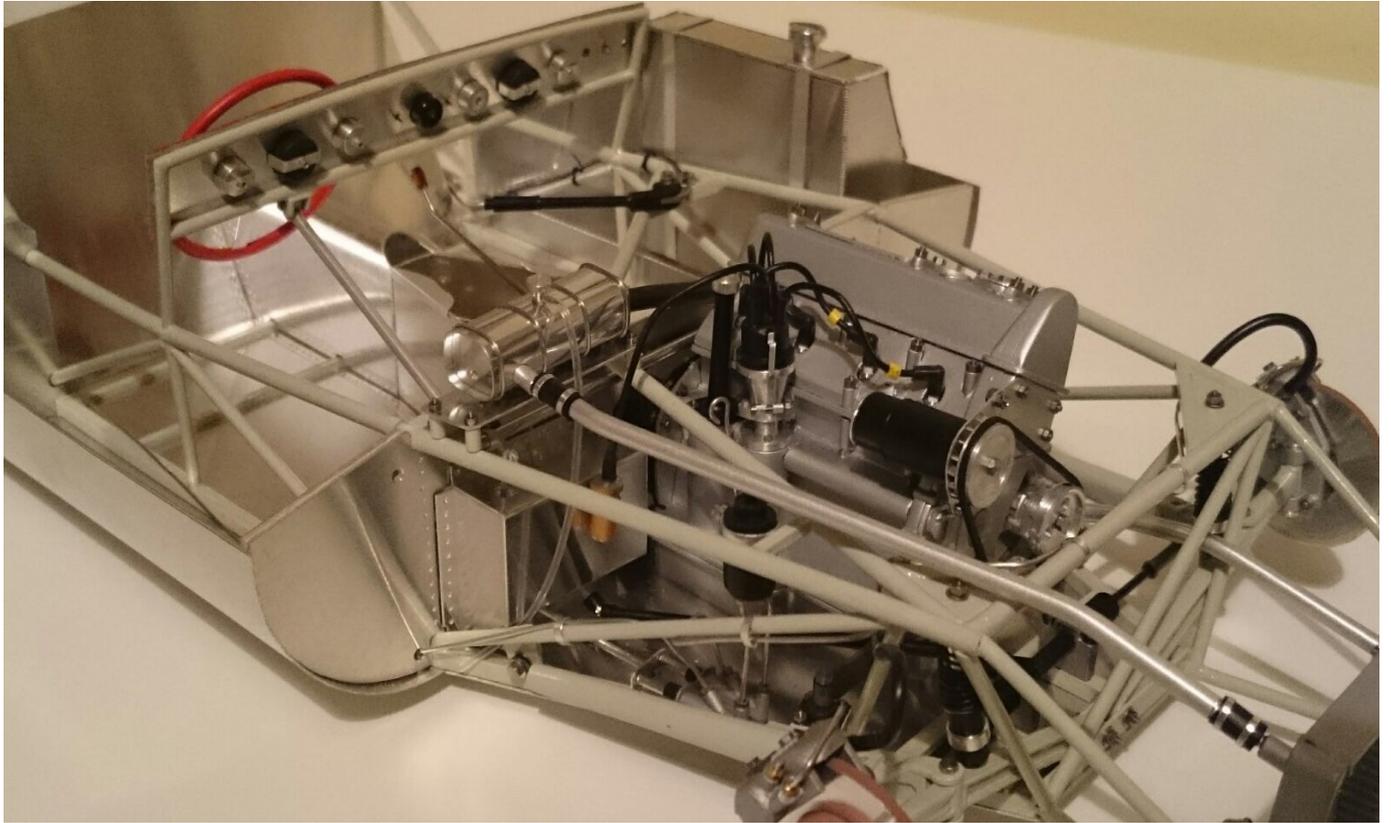




# KIT LOTUS

Volume 10 Issue 6 December 2017



*Important notice to all readers — from January 1st 2018  
[www.kitlotus.com](http://www.kitlotus.com) becomes [www.kitlotus.org](http://www.kitlotus.org)*

## *In this issue .....*

- *Editorial*
- *My modelling year Part 2*
- *Lotus Eleven chassis project*
- *New 1:43 Lotus*
- *1: 8 scale Lotus 1*
- *Lotus Esprit Submarine*

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

Welcome to Kit Lotus Volume 10 issue 6 and welcome to the Christmas season. Issue 6 represents the very last issue of our first decade as 2018 ushers in the 10th birthday for Kit Lotus. I am very pleased to have brought it this far and there will be lots about our first decade in Volume 11 but for now, Christmas is coming very quickly and closely after that our biggest event of the year Race Retro.

I am very pleased to confirm that Kit Lotus will once again be exhibiting at the premier show for historic motorsport in the main hall . Clarion Events have very kindly offered space for us to put on our Lotus model display and I can promise our very best welcome to anyone visiting us to help us celebrate both our 10th birthday and the start of our next decade.

Tickets for Race Retro are on sale at the Race Retro website with entry costing only £20. This year the event will be celebrating 40 years of Ground Effect so look out for The Lotus 78 at least. Hopefully the 79 and 80 might make an appearance.

Before then Kit Lotuseers are busy preparing. Gone will be the age of throwing a cloth over a table and in will be a bespoke display counter with brand new graphics and built in true Colin Chapman early space frame traditions. The unit will be sectional but with a maximum 5 metre display length and some 800 mm in width. It will fill our 6 metres of stand quite nicely and will also be easy to transport.



***Initial laying out of the side panels on the garage floor. There is still lots of work to do yet before we get to being set up for Race Retro.***

It isn't until you start cutting metal and drilling holes you realise just how much shavings and drillings accumulate in a small workshop. It isn't until you start initial assembly that you realise just how tight the workshop space is but I am confident the finished product will be worthwhile.

As usual, Kit Lotus thrives on the literary and visual contributions of supporters and readers. This issue is no exception with regulars Peter Pedroza continuing his Lotus Eleven rolling chassis and Chris Dhube, "The wizard of OZ" once again delighting us with his wonderful models and the trials and tribulations faced by us modellers.

On the lighter side, I finished my James Bond Lotus Esprit into a diorama that is supposed to represent the ocean depths. Just to make sure observers could see it is an underwater scene, I managed to include a couple of Cromer Crabs, in Lotus green of course.

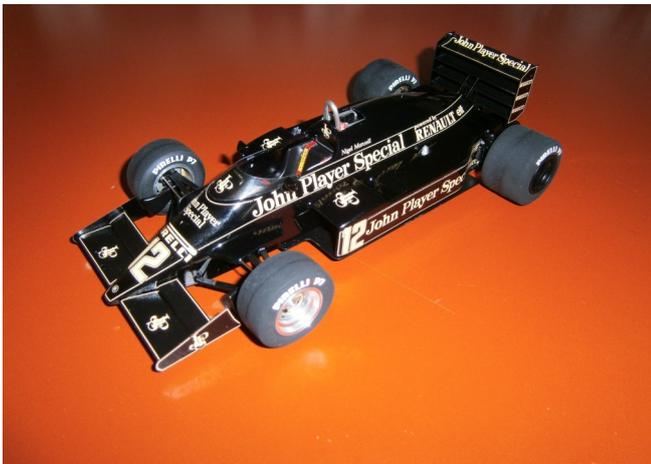
2018 will see many Lotus anniversaries, mostly magnificent ones but some tinged with deep sadness . As anniversaries go , by far the biggest has to be Lotus itself and the reason we all suffer this incurable disease called Lotus. Although a back dated start date, it was 70 years ago in 1948 when Colin Chapman constructed his Austin Seven Special that became known as Lotus type 1 and I have chosen this as my next big project, the start of this journey is described in this issue.

1958 is the 60 th anniversary of Team Lotus first World Championship Grand Prix at Monaco with the Lotus 12 but by the French Grand Prix, the Lotus 16 had arrived. The Lotus 15 sports racer was also born in 1958. 1968 needs no fanfare to remember what happened 50 years ago to two fine drivers but it also celebrates Graham Hill's second and Lotus 3rd Formula One world championships. 1968 gave us the 49B, the type 56 Indianapolis car and the Series 2 Europa1978 . Road car ranks were swelled further when the Elan Plus 2S came along. Moving on to 1978 and 40 years since Mario Andretti won his only and Lotus 7th and last world championship with the Lotus 79, but also the loss of another fabulous driver provides another sombre anniversary. So lots to think about this coming year and to look forward to including the extension to the Jim Clark room in Duns and the new Classic Team Lotus HQ. But first , have a fabulous Christmas and New Year then we will see you at Race Retro.

## My modelling year— part 2 by Chris Dhube

This article should rightfully be titled “Decal Disasters” as most of the models built during the second half of the year had problems in this area.

This began with a Lotus 101 in 1/24 scale made by Wave. I thought being in Camel livery and a curb side model (no removable panes or engine detail) it would only be a matter of obtaining a good paint finish and applying a few camels, but the decals had other ideas. Being 25 years old the larger ones refused to release from the sheet when soaked in water so I was forced to get some new ones made. After being messed about for months by a most unpleasant person who was supposed to be an expert at making decals, I was fortunate to find Wessex decals in Tasmania who produced perfect reproductions of the Camel, Epsom and PIAA logos in a couple of weeks.



While this car was on hold I build two other curbside models- a 95T from Studio 27 and a 94T for Hiro, both in 1/20 scale.



The 95T was going very well until it came to the decals for the front and rear wings which are printed as clear panels covering the surface of the wings and don't adhere to paint very well, drying to an opaque finish. Fortunately I had a spare set of decals for a Fujimi 97T which I used for the wings and these were much superior, also the JPS logo for the headrest was not included but I have one left over from a SRC 1/43 scale which was a slightly different colour but better than nothing.

The 94T is the first curb side model I have seen from Hiro and is very similar to the studio 27 (I think they are the same company). This car features a very distinctive 4 tier rear wing which was the most difficult part to build as the photo etched brackets are too large for the fit between the wing elements and need to be ground down with a Dremel, and being very fragile there is no room for error.

Both the 94T and the 95T kits have the same design flaw which is the ride height being too high, more like a road car, and looks incongruous on an F1 car which should just skim the ground. I was not able to get these to sit any lower due to the configuration of the rear bodywork.

I built a 102B in 1994 and I remember that the large green decals on the side pods are too long and the yellow pinstripe on the edge would be inside the radiator duct, so I made sure that I cut the pinstripe off and repositioned it after applying the main part. Apart from this the 102B is pretty straight forward, and I decided to build it as the Julian Bailey version using the driver figure from the 102 D and re-liverying the helmet to make it a bit more unique.

## My modelling year—part 2 by Chris Dhube



Having built a 102D years ago as well, I remember the large multi-coloured panel decals going on as if by magic, they are very thin and shrink on around the curves perfectly. Unfortunately these decals have not withstood the test of time. I have purchased three of these kits in recent years and with all of them the decals look ok but disintegrate when put in water. Fortunately reproduction decals are available although they only include dark green and dark yellow stripes which means the light green and black has to be painted which is much more difficult. Also the dark yellow in these decals is not dark enough and doesn't stand out against the light yellow but at least the model can be completed and is a fine addition to my collection.

In conclusion, that is well and truly enough for this year.

**Looking at Chris's Wave Lotus 101** reminded me that the Lotus 101 is the subject of a studio 27 transkit re-issue which is about to be launched requiring the Tamiya Lotus 102B as the donor car. Two versions will be available, the Piquet/ Nakajimi car in camel yellow and the press car with part camel yellow and Lotus green livery.

The kit contains almost all the parts made to build the car with virtually only the wheels and tyres being required from the donor car to complete. Almost a waste of a good kit, so it may be worth looking out for a built model or maybe one that has been neglected and offered for spares.

At first glance the £185 price tag looked a bit sharp but when you consider only the wheels and tyres from the donor kit are required, it comes in very reasonable for a short run 1:20 Lotus that fills a gap in the Lotus type list.

## Lotus 11—rolling chassis by Peter Pedroza

When I started this model the idea was that it would be built as and when, in-between other projects. This explains why it's getting on for four years now since I started it but I think the end is now in sight. This being the case I thought that, although John has mentioned the model on occasions, a more detailed update is overdue.

Previously the larger parts, chassis, engine, gearbox and wheels, were built as a project in themselves and then put aside while I did other models but now it's time to do some of the smaller detail things and this is where things got carried away.

The first of these parts was the engine bulkhead made from aluminium sheet. Apart from the obvious cut-out for the bell housing there was also a square space required for the pedal box and so it made sense to make this separate piece at the same time. But doing this also meant that I first needed pedals making and fitting to the chassis, which meant it also needed the linkage for the clutch and brakes to pass through the pedal box which in turn meant it needed master cylinders to connect them up to. The steering column also passes through this pedal box which then had to be connected to the steering rack with two u-j's by a second shaft which runs alongside the bottom of the engine, but this meant the undertray had to go on to check for clearance, and so it continued. It was about this time that I thought, well if it's going to be like this I might as well finish it completely!

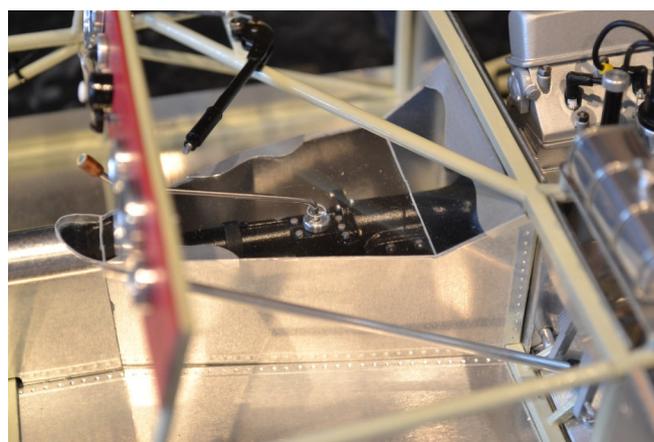


Front engine rear wheel drive means a transmission tunnel and on the real car ACBC used this tunnel as a stressed unit to stiffen the chassis. The tunnel comprises a straight sided gearbox section which tapers back to a curved section between the seats. The idea behind building this particular model was that as there is a lot of detail in the car I would leave it without bodwork so this detailing could be seen and had also intended to make this tunnel section as a "cut-away" to show the gearbox.



. I left the curved section solid though as the seats go either side and at that point there is only a prop shaft under it. The gearbox part though left me a bit undecided as to what to do. I built the sides but left the top open and made a separate cover which I thought could be displayed alongside the model, however what I didn't take into account was the last Kit Lotus visit to CTL, meeting as we do at our base camp, i.e. The English Whisky Distillery Co.

Over a cup of tea, (tea at a distillery!!) I showed this cover and explained my idea to both Simon and John and was met with the comment "No. Must try harder", the consensus of opinion being that a clear plastic top would be better. Fair enough. The metal cover was consigned to the cafe waste bin there and then. Upon returning home the new one was made and fitted and I have to agree it does look better. I just wish I had cut some of the sides away a little, if only we could bottle hindsight!

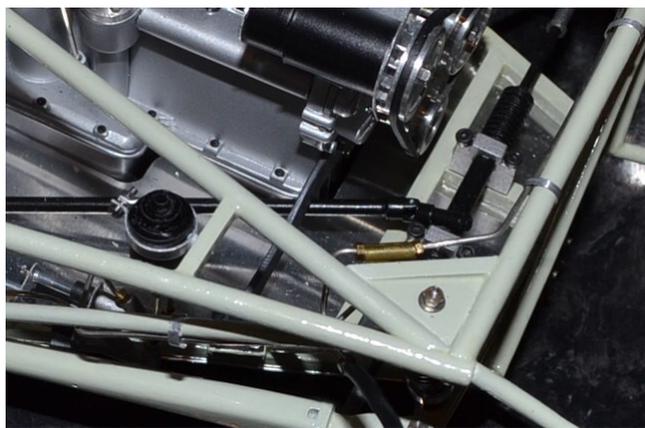


## Lotus 11 rolling chassis by Peter Pedroza

When I started the engine for this model JT gave me some RB Motion 1:8 spark plugs and plug caps which look great. I made an ignition coil and wired it all up but kept noticing a tube low down on the engine block and just couldn't think what it was for but finally looking at some photos showed it to be for the dipstick, no dry sump on this racing engine. I also fitted the handbrake which on this car is in a very peculiar position being just above the passenger's knees.



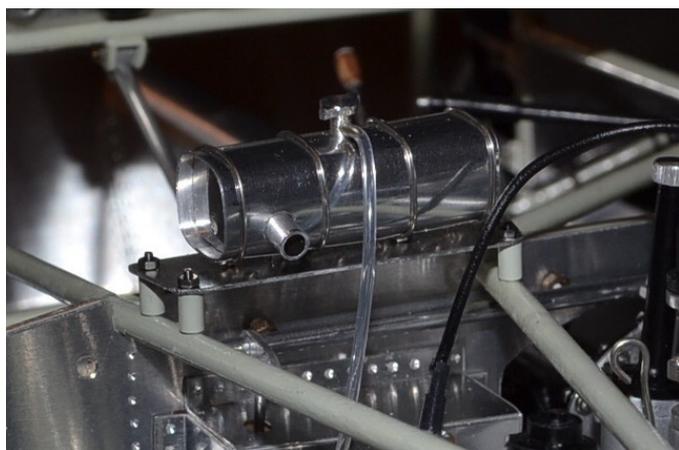
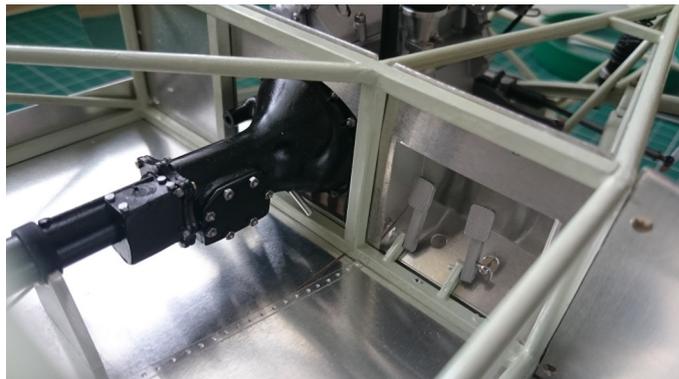
There's actually not a lot left to do now, seats, steering wheel, exhausts, radiator, pipework and wiring. Oh, and twin SU carburetors, but looking at some photos these could be another project on their own .



**Come and see us on Stand 2-266 in Hall 2 at the 2018 Race Retro—The International Historic Motorsport Show.**

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

**[www.racetro.com](http://www.racetro.com)**



**Stop press :**

**Just as I was finishing this latest issue of Kit Lotus, the world's only magazine dedicated entirely to scale model Lotus cars, I also managed to conclude the deal to revamp and revitalise the Kit Lotus website.**

**The current contract is about end and the provider can't give me the features Kit Lotus readers need. The only thing was to consider change and I can confirm a new provider has given me a decent deal that will see [www.kitlotus.com](http://www.kitlotus.com) change to [www.kitlotus.org](http://www.kitlotus.org) not only reflecting the non-commercial nature of Kit Lotus but providing modern features to make the website compatible with the latest mobile devices as well as your lap top.**

**January 1st it is [www.kitlotus.org](http://www.kitlotus.org)**

## New Lotus 1:43 releases

Grand Prix Models in Banbury remains the epicentre of everything serious model car related ensuring with their free, weekly emailed market update that no one should miss what is new in the market place. This also runs to books that would appeal to model car collectors and whilst diecast/resin cast has taken on a considerable chunk of those new model releases, specialist kits and hand built models remain at the core. The most recent edition had two more lesser known but all the same historic Lotus models in 1:43 scale on offer from MEA.

MEA has become well known for the earlier Lotus types, their Eleven with removeable panels and their Lotus 7 with fabulous photo etch chassis in detailed 1:43 scale for example.

The two latest historic Lotus are the Lotus VI with unique streamlined Williams and Pritchard all enveloping body and, the Lotus type VIII, first customer car of this type.

These two offers are only available as hand built and whilst the subjects are very welcome, they do have a certain crudity in some areas of these models. However, as we all know, 1:43 scale will always show the little flaws when the subjects are photographed but as with many historic subjects, we have to thank the specialist artisans that we have them as options for our Lotus collections. The wheel arches and the cockpit edges are the areas where the rougher edges of the resin can be seen.

The Lotus VI is modelled on the Ian Kenyon designed streamlined VI seen here at the Cholmondley Pageant of Power a couple of years ago.



Picture—Peter Pedroza collection

Compare it with the MEA model and you can see the shape of the car has been nicely captured,

Although the panel lines could be a bit sharper as they seem to have consumed quite a lot of paint, making the car even more streamlined than anticipated



Picture—Grand Prix Models

I think anyone would agree that the body on this Lotus VI gives it quite a purposeful look and the option to put this version in your Lotus model collection very welcome.



Picture—Grand Prix Models

The twin bubble style windscreen on the model is also nicely made and a good attempt has been made with the mirror brackets, if a little short but disguised by the absence of the panel lines which would have confirmed where the brackets should end. The steel wheels are particularly good even if they aren't in the colour worn by the car today.

The next MEA offering is the Lotus Type VIII, Chapman's first streamliner so vividly described in the late Peter Ross's book Lotus The Early Years.

The MEA version is also presented as a built model rather than a kit as shown as the version that

## New 1:43s

Was auctioned at Goodwood in 2012. As with the Type VI, the VIII suffers from lack of depth in any of the panel lines meaning the paintwork looks on the heavy side. The shape of the Type VIII is well captured including the slight bulges in the rear wheel arches.

Picture - Grand Prix Models



The bubble windscreen is nicely done and the passenger side solid tonneau cover is part of the body. The only downside is those resin edges are visible around the cockpit area and the front wheel arches. Another decent addition to the Lotus collection.

Both MEA offerings are on a 2 to 3 month lead time and can only be ordered as built models but given the small crudities, they aren't available in the same format elsewhere.

**Long time Lotus supporters** SMTS have their re-worked Lotus 25 and Lotus 33 on offer at present, n

Both cars have benefitted from a complete re-work providing us with detachable body panels, extra engine detail and spark plug cabling. At the time of writing SMTS stocks comprise of a small qty of Built 25s. When not in stock, 1 to 2 months lead time is required for built models and 2 to 3 weeks for kits.



Both cars retain their original SMTS range numbers.

Picture - Grand Prix Models

## Sunny retirement - pictures Roger Dutemple



These two Axel-R Lotus 61 Formula Fords may look familiar and you would be right, but this time the models are for Roger Dutemple's personal collection. Now that Roger has retired, he has time to build his own but it also seems he has adapted to retirement pretty quickly judging by the sunshine pictures mingling with images of various Lotus appearing on his Facebook page. But all this travel and sunshine doesn't dim the talent of producing amazing Lotus models like this brace of 26Rs built especially for a Japanese collector.



## Project 1 at 70

2018 will see many more Lotus anniversaries some tinged with sadness and others bathed in glory but for this article, it celebrates how it all began by Colin Chapman converting an unloved Austin Chummy, sitting neglected and destined only for the scrapyards, into the start of a legend. Little did he know at that point just what his Austin Seven Special would start. He couldn't have been looking far beyond this project, otherwise he would have given it a name there and then rather than retrospectively allow this long since disappeared car to become known as the Lotus 1.

For my part, celebrating 70 years from where it all began coincides with an ambition to build a replica of the Lotus 1 in large 1:8 scale.

This hasn't been a lifetime ambition, it only developed through Kit Lotus and then only after becoming an exhibitor alongside my friends Peter and Simon and seeing their work, which encouraged me to take on my recent 1:8 scale semi-scratch built Lotus 18. The Lotus 1 may become an



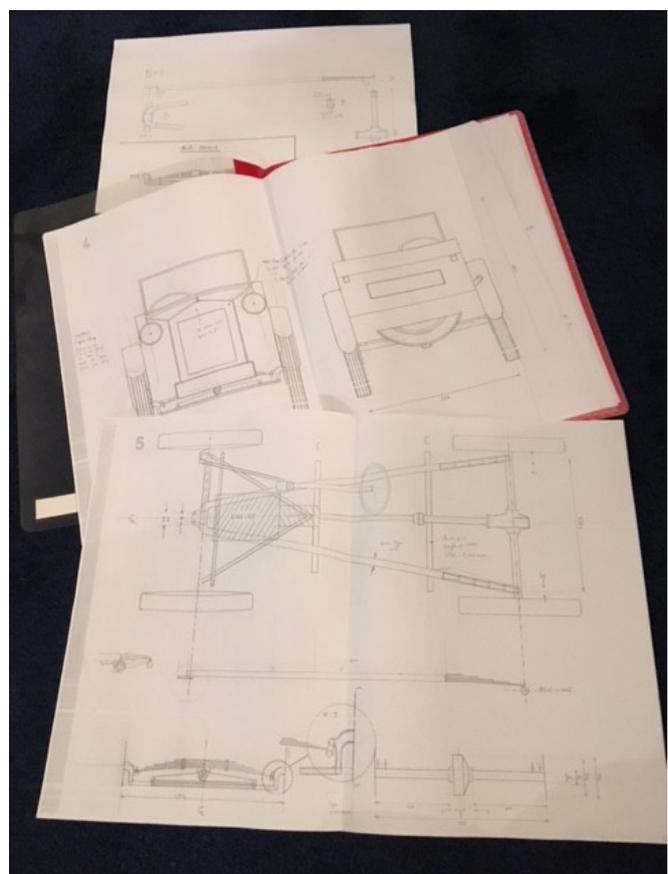
obsession before long but the idea to build it has been nurtured and I am well past the point of no return.

My 2016 trip to the Barber Vintage Museum in Alabama was fired only by wanting to visit this unique collection of Lotus cars nestling in the midst of some 1250 motorcycles. My hosts at the Barber, Lee Clarke and John Viviani were extremely generous in removing their replica Lotus 1 from its lofty display and taking it to the basement restoration area so that I could measure it and take lots of photographs, and so it was I returned to the UK with enough information to crack on after finishing the 18.

I am extremely lucky to have the close Kit Lotus friendship with people who would readily tell me if my hair was out of place (if I had any) let alone allow me to embark on something likely to flounder without being absolutely honest about it to me. I also have the help of 'Pedroza Consulting' who has produced the general assembly drawings needed to tackle such a project. Wheels and hubs will also originate from his brilliant machining skills.

Material has been procured including square brass tube for the main chassis members, 0.3mm aluminium sheet ready to be bonded to 1.5m basswood to form the body panels just as Chapman used aluminium bonded to plywood for his original conversion, and copper sheet will form the radiator cowling.

Whilst I can't promise there will be a lot to see, there will be reference to the project on our stand 2-266 at Race Retro in February and if anything has been made by then, you will be able to view progress.<sup>3</sup>



*A picture paints ?*

## The Spy who loved me

Visitors to a Kit Lotus display will always come across something a little quirky, such as the Lotus Olympic Bicycle, Colin Chapman's drawing board or the Sinclair C5 Paddock trike for example. The latest non-trad Lotus to feature next time will be the Lotus Esprit Submarine from the James Bond film, The Spy who loved me and starring Roger Moore.

I picked up the 1:24 Scale "Bond Car Submarine" by Fujimi a little while ago and when I bought it I thought "strange, why no reference to James Bond, the film or even to the Lotus Esprit on which it is modelled?" but then came to the conclusion there must be a hefty royalty fee potential if certain words are used, especially as the amount of sales associated with a licensed product. Then I remembered hearing about trademarks and model cars in a European Court ruling, so I fished out the relevant judgement and sure enough, putting a manufacturer's trademark on a model car which is a faithful replica does not infringe copyright in Europe, hence this model says Lotus on it. Putting trademarks on packaging and marketing material appears to be another matter, hence the absence of Lotus, or James Bond on the box. For those truly interested, the case in point is ECJ C48-05 Opel v Autec. I find legal reading fascinating.

Anyhow, enough of the waffle, what about the Kit? It does not sit on wheels and has no other stand in the box so making up this build whilst fairly straight forward so I won't describe that, means it would have to sit flat on a surface. How uninspiring would that be?

Only one thing for it, a diorama.

I am not used to dioramas not having being remotely interested since my boyhood train set days of Airfix scenery and buildings, but this one needs doing and



I had an acrylic display case knocking around in the garage that had got damaged last time out, but if I used it, no one would see the chip which would be covered, so that gave me a starting point.

The next step was to re-discover DAS air drying modelling clay which I mixed with some PVA to make it more pliable and so it could be kneaded like a bread dough. This is the good bit, very therapeutic. To those familiar with DAS it has an antiseptic smell which reminded me of early 1960's hospitals, but the grey squidgy lump rapidly transmogrified into my impression of the sea bed somewhere hot where only James Bond would ply his trade.

I left this 'sculpture' to harden slowly in a cool atmosphere so that it wouldn't crack. Hopefully the PVA took care of this along with the two weeks it took to fully harden.

Before that I fashioned a stand from a piece of clear acrylic, cutting it to shape and flame polishing the edges before gluing and screwing it to a 9mm mdf base.

Whilst the 'lump' was hardening I set about building the model. It was very straight forward but as the car was intended for a diorama, it wouldn't 'fly' underwater without someone at the helm. For this I tuned to a set of Fujimi driver figures in 1:24 which gave me a Roger Moore and the accompanying Barbara Bach who were assembled, painted and entombed in the Esprit. I say entombed because completed, it is very hard to see inside the car and if you squint and stand very still you can just make out the figures inside behind the black slatted windows.



## The Spy who loved me .....continued

Setting the scene to represent underwater is a diorama skill that some exponents have really mastered. I don't profess to be amongst their company and whilst I thought about trying to model the surface of the water part way up the display, I opted for less risk and used a photograph backdrop to try and give the impression being under the sea.

Sea beds aren't always a plain sandy bottom so I opted for some vegetation and a couple of aquarium artificial plants for effect. The effect looks like two giant onions sticking out of the sea bed.

Trying to buy a small amount of fake foliage is difficult. Aquarium plants are also quite expensive, so after rummaging a couple of Hobbycraft stores, Mrs T came up with an idea. Artificial flowers. Lots of stores have them, and if you rummage around the bottom of the displays, always there are some bits that have fallen off. A quick check with the store owner that the bits would be destined for the bin and hey presto, they are liberated to my modelling spares box.



I wanted to ensure there is a Lotus link to the finished diorama, something in keeping with the quirky theme, once an idea clicked I messaged Peter and Simon to tell them I had crabs. Peter immediately advised cream but when he saw the pictures, he realised my crabs were in fact Norfolk crabs, what else? And , the only crabs you are likely to find that are British Racing Green with lemon yellow claws.



It was a bit of fun building this model and creating my first diorama since making Airfix buildings for my childhood Hornby railway layout, but like the scratch building, I'm fairly sure it won't be my last. I have been researching the 1966 RAC Rally of Great Britain recently to swat up on a certain Mark 1 Lotus Cortina driven into oblivion by one James Clark Esq and Brian Melia. My recent acquisition of the 1:24 scale resin Lotus Cortina body shell may make this possible.

My thanks to Fujimi for producing this very nice model and hopefully visitors to Kit Lotus displays will enjoy seeing it. Other than that it will be in a packing box under the bed!!

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