



# KIT LOTUS

Volume 15 Issue 2 May 2021



## TAMEO LOTUS 56 - celebrating the Indy 500 month

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## 2010 INDY 500 KVRT-LOTUS

Hello to all Kit Lotus readers, it is the month of May which mean two things mainly, firstly you are reading the latest issue of Kit Lotus Volume 15 issue 2 and secondly, May equals Monaco Grand Prix and the Indianapolis 500 Motor Race. We are celebrating the latter with two pieces this time. I am extremely grateful to Luca Tameo whom you all know through the world famous and fabulous TAMEO 1:43 scale kits. Over the years TAMEO has produced some stunning miniatures with extensive attention to detail cementing their reputation as one of the world's premier kit manufacturers. Luca has very kindly agreed to link up with Kit Lotus in a regular feature spotlighting the Lotus models in the TAMEO range and as it is May, what better model to start the series by showcasing the Lotus 56.

Staying with the Brickyard, we seem to have unearthed a rich vein of Lotus model information from Carel van Kuijk. First it was the JOKER information in the last issue and now he has revealed his Lotus liveried Dallara Indy Cars from 2010/11 made by GREENLIGHT COLLECTIBLES in 1:43 scale. You can read about them further on. I mentioned his JOKER article which was in response to a question about the oarticular maker but his super MKVI triggered a further response from Andrew Shapiro. His JOKER Lotus 49 featured some while ago and this issue he reveals his bravery and confidence in deciding to convert not one but two of the extremely rare JOKER Lotus kits, the 49 and 33 and turn them into a Lotus 43 and a Lotus 32B.

Inevitably, Kit Lotus now has a transporter story and this time it is a Fiat Bartoletti conversion by Lawrence Johnson to show what might have been if circumstances were different but nonetheless a fine model which looks great. Hugo Kuijer has worked his magic yet again on a transporter option for the Lotus Sunbeam Rally Car and Peter Stevenson has contributed a comment on Lotus models in Formula Ford. Pit all this together with some Lotus model news and hopefully their will be enough for you to enjoy over a coffee or a beer. For my part, I have done a few bits of modelling with another Bedford OWB Transporter, some bits on the 1:12 Lotus 25 but nothing on the 1:8 scratch build MK2, that has to wait now until we can move about the country a bit more freely allowing me to get underneath it with a tape and a camera.



We are still locked down in many ways and it seems to me the Coronavirus pandemic and its various forms of national lockdowns have had a profound effect on our hobby when suddenly, we had quite a lot more time on our hands. I began to notice this when I had to wait ages for a set of parts arriving from the US. It took so long I decided to telephone the retailer who told that he had had to let his one member of staff go and do it all himself just at the time the world of modellers wanted more stuff. I also saw a spike in the amount of material submitted for Kit Lotus which you can all see in the amount of extra pages these last two or three issues have included. I decided to contact a few UK model retailers to see how they have faired during these strange times which include the double whammy of Britain becoming an independent nation again (no politics please). Hopefully things will return to some form of normality and I sincerely wish every success to all of our treasured vendors either in the high street or online.

As I expected, the high street coronavirus decline doesn't feature greatly with model shops because on-street retail in our hobby area has long since faded away and replaced mostly with an online service option. Finding a traditional high street model shop is a rare treat these days. The reaction between retailers varied, one retailer in the North of England reported trade to be as normal rather than an upturn however, speaking to Mark at Grand Prix Models he told me

*“ Lockdown has been good for us on kit sales, particularly early on. I worked from home for the first month and when I came back and went to pick the orders, the showroom looked like we had been burgled! The lack of flights in the early part of last year did then have a negative effect on being able to restock but things soon settled back down. With so much product coming from China, the initial lockdown over there seems to have happened at the best time as they were already on New Year shut down.*

*“ Curtailment of world trade affected model supplies early on in the pandemic with factories like MINIMAX closed for long periods and now supplies in some quarters are being affected by the UK change in relationship with the EU.....*

..... I recall just a few short years ago and way before countries like Poland joined the EU, as part of my work I shipped trailer loads of architectural ironmongery over there. Each shipment required a detailed shipping list, customs declaration and three commercial invoices. Sounds like a pain in the you know where, but it became and was second nature. Even in this last twelve months I have had the occasion to ship model related goods to Africa, same again shipping list, customs declaration and three invoices but now this process affects trade between the UK and the EU it seems many, particularly EU traders have put this in the "to hard to do so I can't be bothered box".

This inevitably means handling charges, sometimes VAT charges and dependant on country of origin, import duties on the product. Just the same as happens when you buy stuff from the USA or other non-EU countries and whether we like the idea or not it is a fact of life now. Unfortunately, when any major change occurs, there will be a bandwagon of middle-men leaping to exploit the consumer with charges just because they can. Those of more golden years will remember just that when the country went decimal and then switched from purchase tax to value added tax. Double handling charges for example can vary enormously. One established online retailer told me "We have lost custom in Europe due to the handing fees being charged by local carriers to collect the VAT. This ranges from 8 Euro to 22 Euro as a flat fee depending on country and I've taken a call today from a very good customer in Spain who has been told the fee will be 17%! Hopefully that is lost in translation and it is 17 Euro, as his delivery value is a four figure sum. We have also lost suppliers in Germany as they seem to be the ones least willing to deal with the export forms....."

*Even with correct paperwork there have been clearance issues both for import and export. We had a shipment of Italian made kits delayed for two weeks in Coventry because they wanted the paperwork in English (it was if they'd taken the trouble to read it!) and when they did eventually release the goods, we were charged duty, which is not due on kits or on product made in the EU".*

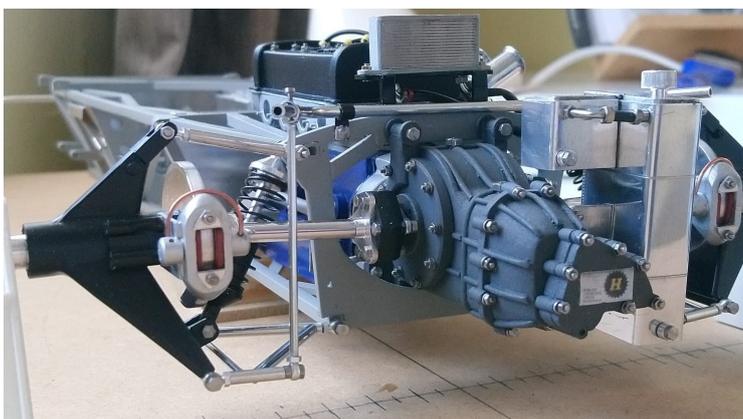
Another online seller quoted "One customer that builds and sells models has been refused from an EU supplier supposedly because the paperwork is to complicated.

*I deal with BBR and Tameo and have had no problems although EU suppliers are adding an extra cost for administration. DHL charge an administration fee in the EU country and again in the UK for taking payment for VAT. Adding about £22 per consignment. Nothing seems fixed and prices seem certain to rise from me. "*

Speaking as a consumer rather than a retailer, so far during 2020/21, and other than the delays I mentioned in my first part of this story I haven't experienced any difficulties satisfying my hobby other than spending more than intended. Thankfully for us we have determined retailers taking the knocks for us to make sure our needs are supplied, inevitably prices will rise but we must keep on supporting them. Hopefully, when the dust settles there will be a mechanism to recover any charges that have been incorrectly applied to retailers.

Thank you so much to all contributors, I really appreciate your support and I hope you enjoy the magazine.

JT



**Still guessing what this is and who is building it? So far no one offered a solution to the FVA and the Hewland gearbox question in the last issue but now that some suspension assembly has occurred it might just give the game away.**



## SPARK Lotus18/21

The Lotus 18/21 is one of those Lotus cars which doesn't have a type number listed to it. This hybrid wasn't even a Chapman creation even though it gained tacit approval and some input from the Lotus design team during its period of operation.

The Lotus 18 was a ground breaker in that the type served four formulae: Formula One, The Inter-Continental Formula, Formula Two and Formula Junior. A successful car in the right hands and very popular with customers and although it represented Colin Chapman's final concurrence with John Cooper that a mid-engine was the future, the 18 gave notice that for the next two decades, the rest of Formula One would always be playing catch up to Lotus.

We would soon come to accept that whenever Colin proved something worked, rather than develop an idea he would move on to the next concept. Enter the Lotus 21. Just as the unsuccessful Lotus 16 had been recognised as the most technologically advanced front engine single seat racing car, the Lotus 21 epitomised the leading edge technology for mid-engine 4 cylinder race cars even though with the right driver, the Lotus 18 could still be competitive on its day.



The UDT-Laystall team at that time were running Lotus 18's often piloted by Stirling Moss in non-championship events and it was their Chief Mechanic Tony Robinson who latched on to the concept of modifying the rear suspension of the Lotus 18 to mirror the new development in the Lotus 21 which Chapman had converted to accommodate the wider Dunlop racing tyres. This entailed adding a transverse top link to achieve the required roll centre height whilst at the same time providing greater adjustability. Robinson modified the rear bulkheads on the UDT cars to include this new transverse

link which also meant the former fixed length half shafts no longer performed a lateral wheel location. This in turn allowed different half shafts to be incorporated, Robinson preferring Hardy Spicer sliding splines whilst Chapman went down the Metalastik flexible rubber coupling route. At this point Robinson consulted Chapman and we can assume that to keep his customers happy, Chapman agreed to the link between UDT and the Progress Chassis company to devise new panels that resembled a Lotus 21. This led to the UDT 18s becoming known as 18/21s. Because of the close relationship between UDT and Rob Walker, Rob Walker chief mechanic Alf Francis was able to modify the Walker cars in a similar fashion albeit with slightly different radius arm location. Moss went on to win the 1961 German Grand Prix in the modified 18/21. Eventually when Coventry Climax allocated the second ever 1500cc FWMV V8 engine to Rob Walker, a Team Lotus draughtsman detailed the required chassis modifications.

Our good friends at SPARK now have several Lotus 18/21s in their range including these two from the 1962 PAU Grand Prix. Driving car 12 Maurice Trintignant gave the Lotus 18 chassis its last ever win in Formula One and Trintignant's third. Also in the race, driving the 18/21 of the Scuderia SSS Repubblica di Venezia, Italian driver Nino Vaccarella placed 6th.

As usual SPARK presents us with a very neat rendition of the car.



## Lotus model news

For many years now, TROFEU have been delighting diecast collectors with their range of sporting Fords, one of their latest releases being this Ford Escort Twin Cam driven by Roger Clark and Stuart Pegg as part of the Ford works team competing in the 1970 World Cup Rally. This isn't the first version by TROFEU from that rally however, there is a snag if you are an out and out Lotus purist.



Like other cars that had Chapman stardust sprinkled upon them, they didn't feature in the Lotus Type list and their Lotus heritage came only from collaborations with Lotus and in this case Ford who fitted the brilliant Lotus Twin Cam engine in to their new 1968 Ford Escort range badged as the Escort Twin Cam. Without this marriage, it is doubtful the highly successful Ford RS range would have got off the ground. This though is not the snag, I for one would be perfectly comfortable with Escort Twin Cams in my Lotus collection (come on BELKITS how about it?) but would I want this 1970 World Cup Rally version? Probably not because, although the cars were entered as Escort Twin Cams, they were fitted with larger versions of the 4 cylinder overhead valve Kent engine for greater reliability due to potential problems with the quality of fuel available throughout South America. The success of the car saw the birth of the Escort Mexico in 1600cc OHV guise in November that year. So no Lotus connection at all with this one, except a link in the name.

Claudio Giannone has been sharing his mission with us to create models of all Lotus single seaters no matter how obscure. One of his ambitions was to have a model of each of the Lotus 78 liveries used in the Aurora AFX Racing Formula One Championship. Five different drivers, five different liveries. Careful research by Claudio and his modelling partner Paolo Giardino have give the a quest a definite mission accomplished.



## Fiat Bartoletti - race car transporter and links to fame and (ill)fortune.

We can't get away from Lotus transporters, not least because they are a great subject and contribute to evocative dioramas.

Lawrence Johnson gave us his Lotus Cortina garage diorama in a previous Kit Lotus but now he has gone one further and converted a 1960's NOREV Fiat Bartoletti 306/2 Transporter in 1:18 scale to an erstwhile Team Lotus carrier. OK so, sometimes we interpret models that could have been but weren't used in period as the real thing but that doesn't stop them looking the part. Lawrence has very skillfully produced a smart Team Lotus livery which certainly adds a purposeful authentic looking theme.

The NOREV Fiat is available in various liveries and it looks like this Lotus conversion is based on the David Piper Racing version from the NOREV range which comes in green with yellow wheels. Inevitably there is a Ferrari version and also one used by Alan Mann Racing for his Cobra race team. The NOREV will set you back around £225-£299 depending on the source then you will need to add Lawrence's conversion skills to create a Lotus version.

In producing this cameo piece, Lawrence triggered my interest in the Fiat Bartoletti because it was at some point used by Team Lotus so I asked a man who would definitely know. I asked Bob Dance about Team Lotus using the truck and he confirmed that it was used by the team from the 1960 Belgian Grand Prix right through the rest of the season and into 1962 until the team took



delivery of the Bedford (recently modelled by SPARK, that would see them right up until the AEC Swift came along). The Bartoletti was rented from the British born American entrepreneur Lance Reventlow, the only son of one of the world's richest women, Barbara Woolworth Hutton and heir to one third of the the Woolworth



fortune. Reventlow was famous for his Scarab team, the first formula one car built in America but the enterprise folded mid-season 1960 hence it was available and Team Lotus took up the opportunity.

The Fiat was originally commissioned by Reventlow from the Carozzeria Bartoletti coachbuilding outfit renowned for their Ferrari and Maserati transporters in the late fifties. It isn't certain whether this truck is 'related' to the truck based Ferrari and Maserati versions as it is based on the Fiat Tipo

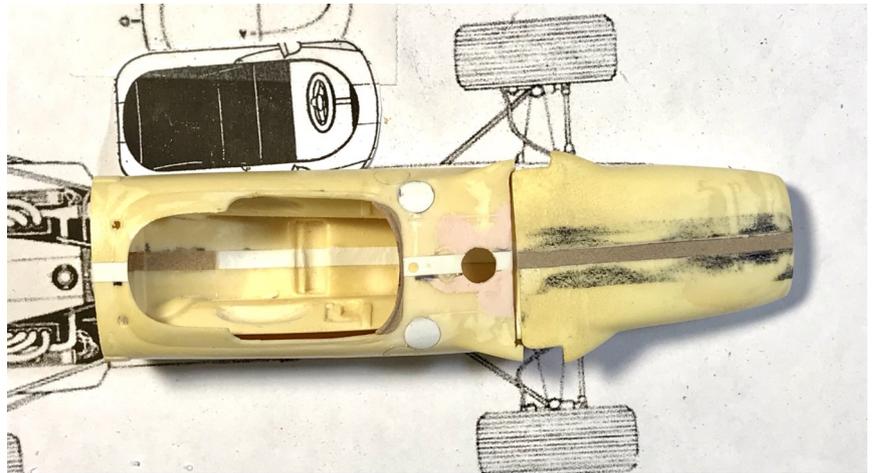
306/2 Alpine bus chassis. After being used by Team Lotus it was intended for the American Camoradi Team which is when it got its third axle. Unfortunately the Camoradi Team were unable to pay for the conversion and so the truck headed to Ford to carry its Cobras and Daytona Coupes in Europe. It's chequered history continued with Alan Mann, then John Woolfe Racing before landing at the feet of David Piper who painted it in his team's green with yellow wheels and then at some point loaned it to Steve McQueen for his Le Mans film where it had several more colour schemes before ending up with Anthony Bamford for his JCB Historic Team up until 1982. It found its way back to America and was restored to Scarab colours in 2006. As regards to Reventlow? He was a passenger in a light plane crash which killed everyone on board and his mother Barbara Hutton? Devastated by the death of her son she developed anorexia and let her fortune diminish over several failed marriages through her extreme generosity and bad advice. She died of a heart attack in 1979 and was buried alongside her son's ashes in the Woolworth mausoleum.



## JOKER Lotus 32B conversion

It is a brave man who cuts up two of the rarest model kits on the planet and shows a confidence in the outcome. Andrew Shapiro, whose work we are already familiar with ( KL Vol 7 Issue 3) has that confidence and is currently cutting up not one but two JOKER kits, the Lotus 49 and the Lotus 33.

I asked readers about their JOKER knowledge a couple of issues ago which was followed up by Carel van Kuijk with his superb Lotus MKVI last time prompting Andrew to get in touch with his Lotus 49 conversion to Lotus 43.



**JOKER Lotus 49 showing the inset widening pieces preparing for the wider waisted BRM H16**

I was immediately taken by this having seen the initial pictures Andrew sent me and requested more information only to be further hooked in by his news that he is also in the middle of creating a Lotus 32B also from a JOKER kit this time the Lotus 33. Andrew has kindly agreed to share his projects with us.....

*"This is best begun as a response to the article on the Joker Lotus Mk VI transkit by Carel van Kuijk in the last issue. My intention is for this to be the first installment of a two part build article on the LOTUS 32B - a project that I began in July 2021 - mid "lock-down". It distills a running build thread that can be found on the Model Cars Magazine website WIP thread; in the Road Racing/Racing Section.*

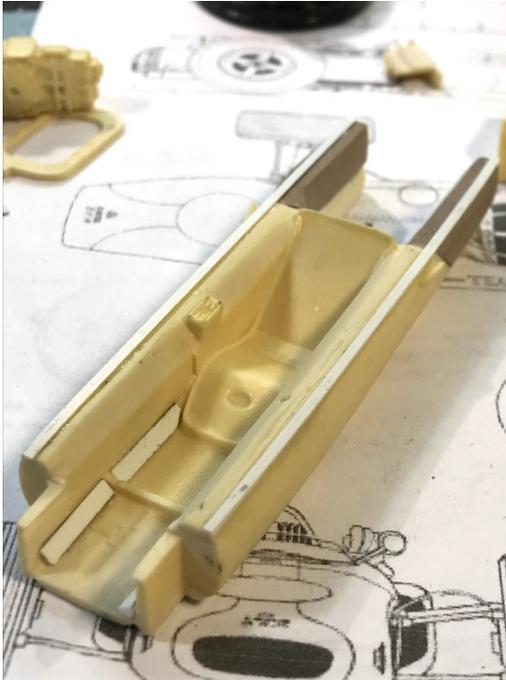
*Carel's article on Joker resin kits in 24th scale is excellent and thorough. My contribution is to show my conversion of one of the Joker kits: the Lotus 33 - to a Tasman series Lotus 32B. The 32B was one of Colin Chapman's most successful open wheelers, and an essential part of Jim Clark "folklore". But it has never been kitted in 24th scale, so here we go.*



*I purchased this Joker kit [and another] from Motoi about twenty five years ago. These kits were produced in low numbers and snapped up by collectors - so they are rare - built or unbuilt. It was possible to make a very nice Lotus 33 replica from the kit .....*

## Lotus 32B continued...

"I purchased this Joker kit [and another] from Motoi about twenty five years ago. These kits were produced in low numbers and snapped up by collectors - so they are rare - built or unbuilt. It was possible to make a very nice Lotus 33 replica from the kit. But I'm picky about chassis and engineering features of all of Chapman's formula cars. And a careful look at the kit chassis in the photos shows a couple of three inaccuracies - features that render the casting inaccurate for the Lotus 33 monocoque.



The driving compartments on the Lotus 25, 29, and 33 were tapered. The foot-well was about nine inches across and the seat opening was just a bit wider - maybe 12 or 13 inches wide.

Just wide enough for Clark. Too narrow for most of us. There is a reason why there are

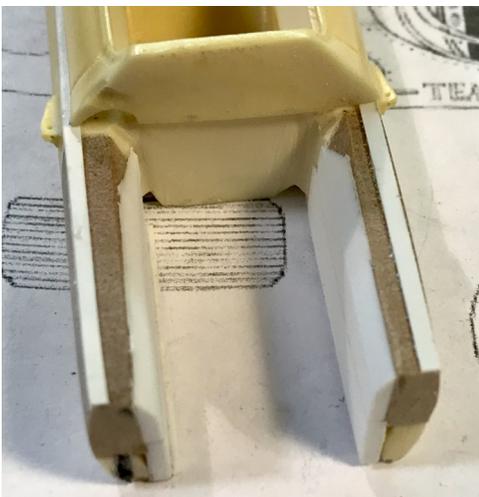
no pictures of Chapman seated in these cars - he didn't fit... (ed note.. I'm not sure about this as my adequate frame, which I think is a tad larger than Clark's had no trouble either getting in or out of the 32B when given the opportunity) And the chassis sides were kinked or bent half way back on the 25 [and 29] - see the great chassis photos for the restoration of Gurney's Indy Lotus 29 on the Indianapolis



Museum website. The chassis sides on the 33 tapered in a straight line - without the kink ... so the error on the Joker kit chassis casting is - there is no taper - the chassis sides are about 13 scale inches apart front to back ...

Now to the Lotus 32B ... this car was built by Team Lotus for Clark's '65 Tasman series entry. It looks like a 33. But the chassis was based upon the design of the Lotus 27. It had perpendicular chassis sides - no taper - and it was about an inch narrower than the 25 and the 33. So if you create some channels on the underside of the Joker kit chassis casting to locate the water and oil lines - you've got the makings of an accurate Lotus 32B chassis. Not what Joker had in mind - but hey - that's OK. ...

About the engine ... the 32B had a Climax four - 2495cc - instead of the smaller Climax 8 used in the Grand Prix cars. But I've got that covered. So I removed the kit engine casting and glued pieces of Renshape to the chassis sides and shaped them. The Lotus 32 and 32B did not have the tapered engine bay chassis sides because they used Four cylinder engines - there was no need to shape the sides of the chassis for the exhaust pipes - as was necessary with the Climax eight ... more space for fuel and a little easier to construct ...



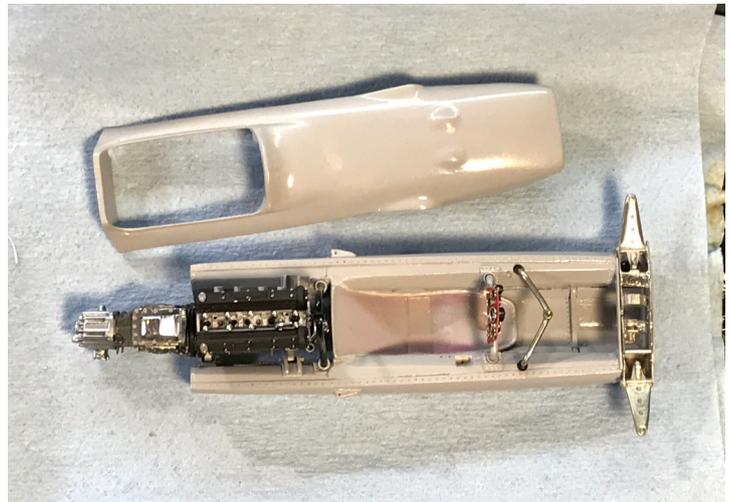
The Coventry Climax 2.6 lite FPF was scratch-built in plastic years ago, and then cast in resin by some trusted casters. RB Motion / USA provided the tiny nuts used on the cam covers. The exhaust pipes were made from nickel silver, heated and then bent on a jeweler's aluminum wire bending jig purchased on Amazon. The transmission was "borrowed" from an excellent engine kit of the Ford GT 40 - 3D drawn and printed. It is correct for the 32B and has wonderful detail. Its use on this car required some modification to the top plate which bolts to the last bulkhead ..

## JOKER Lotus 32B continued.....



I opened the solid block of resin where the foot box is located, and decided to use the kit white metal casting locating the rocker arms and the brackets from which the pedals are suspended. Detail was added to the front bulkhead included rivets, and provision for a steering rack and some openings for the oil and water lines that run through the bulkheads on their way to and from the oil tank and radiator.

The kit nose casting presented a problem. The radiator wouldn't fit properly and the nose appears to have the wrong profile. So it's been sawed apart and reassembled with slivers of evergreen. The new profile has enough space for a modified kit radiator. Don't be worried about the naca ducts that I ruined. The 32B didn't have them, although I don't know why ...



The fuel filler pipes were made from nickel Silver. This has to clear the steering wheel column and not interfere with the bodywork - and there is no opening for the fuel cap on either the restored car or the original [I think].

The kit suspension arms are white metal castings - and not too good - so I've made nickel silver replacements that are placed / pinned to the body with new openings - a little closer angle - there is enough play on the parts to permit good alignment with the rocker arms once it's time to assemble everything ...

I have removed the casting on the kit chassis for the shift plate. The restored car has no plate - but this is the next mystery. Did the Tasman 32B have one? Clark did race 25s and 33s with the shift plate. Some of the components remain a mystery - the 32B completed entire '65 season with the same engine [cue "those were the days" rant]. So there are only a limited number of contemporary photos... so some of the work on the engine is based on limited info. As an example - I'm winging it on the engine mounts at the rear of the engine - the 32B may have relied on the transmission mounts rather than mounts at the rear of the engine block.

The kit tires were replaced with a nice set of racing Dunlops made by a resin caster years ago - they are just the right dimensions for this project. I used the kit wheels - the 32B raced with the same wheels as the Lotus 33 - so they are fine - but I enlarged the inner rims - and all of the wheels need bolt holes for wheel/lug nuts. The restored 32B wears great looking wobbly webs - but I have decided to build the car as raced - and all of the Tasman season photos show this car with the Team Lotus star shaped wheels.

The kit white metal roll bar was modified and attached to housings in the monocoque. There is just enough room left for the radiator return pipe on the left and the distributor on the right. Was the Tasman car raced with a roll-bar spray painted black, or grey? Again, I don't know .....

## JOKER Lotus 32B continued.....

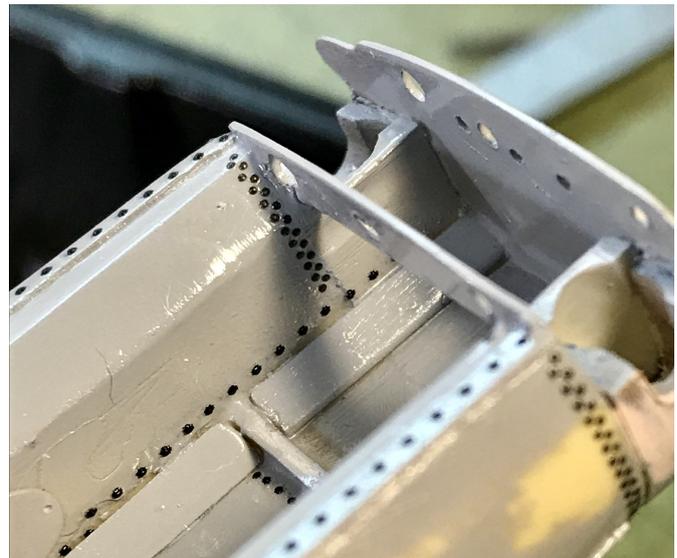


The Weber carbs are scratch-builds. They are pegged into a scratch-built air box that team Lotus used in the Tasman series - although it is nowhere to be found on the restored car. There are a handful of photos available online - and the design was a precursor of the air boxes used on the Ford DOHC Indy winner 6 months later.

The seat covering is still an issue. I'm experimenting with different materials and colors. The Model Factory Hiro leather accessory pack in dark red leather may be the answer.

The chassis is "riveted" using Archer /USA rivet decal patterns, and some patterned rivets

from Micro Mark/USA. Both work well. Try them. You'll like



them ...

The instrument panel on the 32b is based upon the Lotus 32. It is exposed - so I have to show some of the detail on the back side. The instrument housings were made from plastic tube and rod and straps made of .013 nickel Wire bent, sanded, and glued to the plastic housing.

The engine cover on the 32B is different than the 33 because the engine is different. So I've sawed up a piece of scrap re-Shape to make the cover - using profile drawings drawn on cards. There are no drawings and the restored car does not have the original cover. That's long gone. So I'll follow the shape of the engine bay and judge the curves from photos - and I have to be sure that the peak of the cover clears the peak of the roll bar ...

Painting and finishing remains - and I still must make rear suspension components and details forward of the front bulkhead. And re-make the exhaust pipes so that they fit through the engine cover. But the finish line is in sight

Also following on from Carel van Kuijk's article about JOKER models in the last issue, and apologising for the quality of the picture, Hans Nordström rates this his next most favourite gem of a model of Jim Clarks' 26R built out of a JOKER kit married to a GUNZE SANGYO Elan 26R by his good friend and very good model builder Henry Hammar, who is sadly no longer with us. His favourite model is a 1/14 scratch built model of his own Lotus Elite.

Hans (Hasse) also lists the Elite, the MKVI and the Formula Junior 20 and 22 part of his JOKER set and remarks that whilst not being super detailed, the JOKER range gave us models of cars that rarely exist as models elsewhere. They were very good for their time and are an important part of any Lotus collection. Hasse has one of the largest Lotus collections anywhere as well as other sports and GT marques.



as

## 1:12 Scale MG Model Plus Lotus 25

I made some more slow progress balancing the build of this 1:12 scale Lotus 25 with my Lotus MK 2 scratch build project. It is handy to be able to put one project down whilst taking stock of where you are with the other, that way, next time I open the box to move on it will be fresher.

This is first MG Model Plus kit I have attempted, in fact it is kit number 2 of the production run according to it's certificate and I hope to make a decent fist of it so I am taking my time and trying not to be impatient. It's been said before, but these expensive kits are expensive for a reason, that being the very small production run for a high cost of the process to realise the kit from scratch. The processes of resin and white metal moulding are by their very nature, labour intensive and do not include the crisp technology needed for a mass produced or certainly productionised model. By now you are thinking, he is building up for a whinge and, you wouldn't be far wrong. I fully accept that white metal and resin parts needed to be carefully fitted and assembled on a dry run before attempting to glue or fix, its that technology thing again unlike an injection mould which will when correctly warmed up shoot thousands of parts entirely the same each time. That can never be said of a moulding process especially one that also has to rely on a calculated size estimate to allow for shrinkage. I accept all that, but where I am a little peeved with the 25 is the screwed fixings. The kit provides like many other big scale kits, the option to screw parts together, an option I wholly agree with as you can't beat nuts and bolts with a little added adhesive to get a permanent fix.

You need to indulge me a little whilst I witter on but, like me, many of you rely not just on the instructions in the box but on photographic research whether the kit is 1:12 or 1:43 so we can achieve a satisfaction of our own. I consider myself very fortunate in having being able to amass quite a decent set of pictures of the Lotus 25 in various stages of assembly through those super visits to the Classic Team Lotus Factory Tour so I know fairly well what looks right and what looks wrong. What would look wrong is the engine, gearbox, suspension uprights and suspension wishbones fixed to the car by brass screws with a cheese head and a screwdriver slot which is what MG Model Plus decided to provide in the kit. Now in scale, it would look like a huge brass screw of 5/8 " or above and they would definitely make the finished kit less authentic. If I can get small scale hexagon head screws and nuts, I'm pretty sure so can a model manufacturer.

I already decided to replace some of the suspension links and rod ends with some aftermarket ones bought from R B Motion in the US and to ensure the end result isn't festooned with bits of slotted brass screw heads, I am replacing these with 12BA (British Association) and 14BA steel hexagon headed screws, nuts and washers.

Generally, I am enjoying building the kit, still some way off the paint yet but there is a lot of dry assembly work to do before I can contemplate any colour or even final fixing of bits. I accept the stuff about bits not fitting straight out of the box, that's partly of what makes building these type of kits special. JT



**Look mum no glue!! (left) I decided to assemble the rear end and suspension using bolts and screws.**

This is an unusual kit for Tameo Kits as it reproduces a subject that raced at the Indianapolis 500. We had already made the 1971 Formula 1 version so it seemed logical to make the necessary changes and offer this model to collectors as well.

I believe that this Typ56 Turbine is so unique and particular that it was worth making it as a kit. The fluorescent red color and yellow painted tyres make it an unmissable subject.

It was possible to realize this project perfectly also thanks to the wonderful photographs provided by the famous German photographer Reinhard Klein who personally took these images during the Indianapolis 500 in 1968.

I still remember the big problems to find the necessary documentation of every small sponsor logo positioned on the side of the car. Also, being Indianapolis an oval circuit, all the photos we found were taken from the inside. A lot of time was wasted contacting American friends who luckily for us also had excellent images of the other side of the car.

The kit is what we like to call “superkit”, that is, a very high detail model. The upper part of the bodywork is removable, showing all the mechanical part below. The aircraft turbine is perfectly reproduced and an additional one has been provided to show it on the stand next to the model.



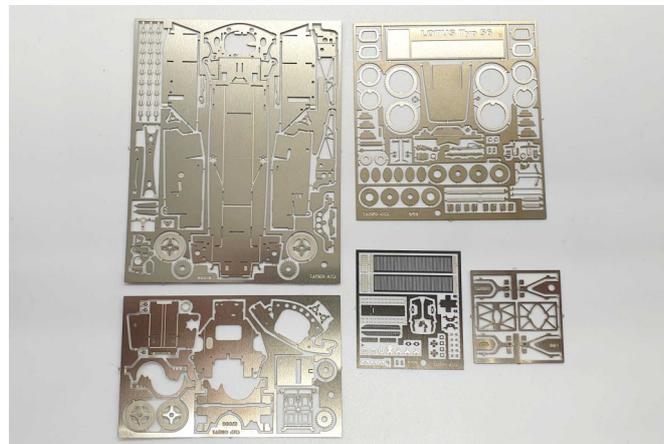
the kit is packaged in the classic Tameo cardboard box which has remained unchanged for decades, only changing the graphics



the kit comes with a multi-page color instruction manual. Each assembly phase is explained step by step, the colors to use for each component and the layout for the installation of the water decals. On our website, in the TMK 378 file, you can download the complete manual in pdf format.



being an openable model with the upper part of the removable bodywork, it was necessary to reproduce all the parts of the mechanics and of the characteristic airplane turbine that replaced the classic heat engine. The pieces are cast in white metal, a low-melting alloy that is perfect for making models. There are parts that are less than half a millimeter thick!



the flat and thin parts and even the smallest parts that could not be cast in metal are made in photoetching. There are 5 different sets made in various thicknesses starting from 0.05mm up to 0.5mm.



the kit includes tyres made of real rubber, the vacuum formed windscreen in the classic yellow color, the wheels in turned aluminum, springs and many precision metal parts, some of them incredibly small!

two sheets of water decals with all the logos of this characteristic car are supplied with the kit.

**ASSEMBLED MODEL**

The following images are of the finished model built by the Russian model maker Denis FruktoV who wonderfully assembled this model. Denis preferred to make it with the body closed rather than reproducing all the underlying mechanics. Many model makers prefer to assemble their models with the body parts closed in order not to spoil the purity of the lines and the overall design of the car.



All TAMEO models can be seen on their website [www.tameokits.com](http://www.tameokits.com) where you can also download instruction sheets as well as visiting the gallery showing their excellent models. Facebook and Instagram are also contact avenues you can explore. A complete list of dealers tells you where to find your TAMEO kit but you can email them directly at [sales@tameokits.com](mailto:sales@tameokits.com) where their representatives will provide full assistance for the purchase of this Lotus 56 or any other Lotus model in the TAMEO range. The model is always available in the catalogue including anything made since 1983.



I did mention when I featured the MEA KIT43 Ron Harris Team Lotus Formula Two transporter that you should expect Bruno Mea to follow up with some appropriate contents for the transporter. Well, here they are, a brace of Formula Two Lotus 32s numbered for Jackie Stewart and Jim Clark. Not sure if they will come as kits or ready built models or both.



## Citroen rally service barge

I have always had a soft spot for the Lotus Sunbeam not just because of its Lotus heart but mostly because it arrived bang in the heyday of my involvement with the Lombard RAC Rally putting me up close and personal with the great rally cars of the day, especially the Ford Escorts. There is little to compare than the sound of the approaching induction bark from rear wheel drive rally cars sporting four cylinder twin cam engines feeding on massive Webbers or Dellortos and pounding towards you through the pine trees of a forest in the North of England or Scotland or Wales. I also have a recent but growing affection for models of Lotus transporters which essentially what this little tale is about, the Talbot Sunbeam Lotus is merely the icing on this cake.

It isn't a Bedford or an AEC Swift or a Volvo we are looking at but a humble Citroen panel van. Ordinarily, a race car transporter discourges it's load from inside or from on top before morphing into the paddock base camp for the team where during off track time the race car will sit within the protection the transporter has to offer. In the case of the Citroen, it is really a barge rather than a transporter as that is what rally teams tended to call their traveling workshops because they generally towed their charges on a four wheel trailer behind.

It is always good to see where a modeller has spotted an opportunity to make something a little special from the ordinary although mostly, ordinary in today's wonderful model market tends to be pretty good from the start. Kit Lotus reader Hugo Kuijjer has a knack for spotting this, witness his Team Elite Bedford transporter in KL Vol Issue xxx.

His tale began when recently through a friend, he got a Talbot Sunbeam Lotus from the IXO range in 1:43 scale with the idea he would turn this model into the rally version of Dutch driver Jan van der Marel with a set of SCALEMATE decals ( I have a full sized Ypres Rally 1990 rally plate hanging in my garage – ED). Hugo also had a rather neat trailer form GRAND PRIX MODELS and having seen a picture of a Citroën C35 service barge with a Sunbeam Lotus rally car from 1981 coupled with a STAND 26 decal set, it seemed more fun to build that combination.

The basis for the combination turned out to be a IXO/ALTAYA C35 he picked up but that was liveried Team Peugeot and had a Peugeot 205 back body section on the roof rack. Hugo set about modifying the C35 by shortening the roof rack at the front, adding more service bits and removing the current decals. This was when he decided to remove the door and re-fix it in the open position as a

sliding door would look giving him the opportunity to add racking and shelves to the interior including a new bulkhead before applying the new decals.

The overall result is a very nice combination showing off both the Citroën and the Sunbeam very well. IXO make some delightful models with details only seen on more expensive offerings and at very competitive price points, ideal subjects if you fancy doing a bit of chopping and changing.



## A Comment on scale model Lotus in Formula Ford by Peter Stevenson

I saw this post on the Lotus Models Collection FB page and Peter very kindly allowed me to reproduce it here regarding Lotus in Formula Ford. His interest was drawn to the article in the latest (Issue 19) of ABSOLUTE LOTUS MAGAZINE about Formula Ford which I recommend you read, and this is his comment.....

*"My views on the continuing absence of lesser formulae (but historically important!) Lotus models from the 1960's have been aired regularly in LMC. But thankfully, due primarily to the efforts of two of our innovative Gallic friends (and particularly our esteemed member from Cournonterral) we have available to us in 1:43 scale three of the four principal Lotus Formula Ford types.*

*The 1967 "launch" model, the Type 51, sadly has still not been modelled and I'm keeping my fingers crossed on that. Perhaps someone in Spark might be inspired by the "Absolute Lotus" article?*

*Following the Type 51, the "interim" Formula Ford Lotus, the Type 59F (basically a re-worked F3 Type 59) which appeared in 1969 has been very nicely modelled by Axel'R. The model is of J-P Demarchi's Formula Ford Historic entry at Ledenon in 1999 (a car actually sponsored by Axel'R).*

*Similarly, the 1969 Type 61, actually the first "bespoke" Formula Ford Lotus, has also been modelled by Roger Dutemple of Axel'R fame. It was made available in three options. Either as the 1969 London Racing Car Show launch car, a 2002 Ledenon Formula Ford Historic entrant, or (as in my collection) Dave Walker's Jim Russell Racing Driver School car in which he won the 1969 Les Leston Formula Ford Championship. This eye-catching little wedge-shaped machine is one of my particular favourites!*

*The last ever Lotus Formula Ford, the 1971 Type 69F has been nicely modelled by MEA Kit 43 and completes the story.*

*So just that elusive Type 51 missing.....!!!!"*



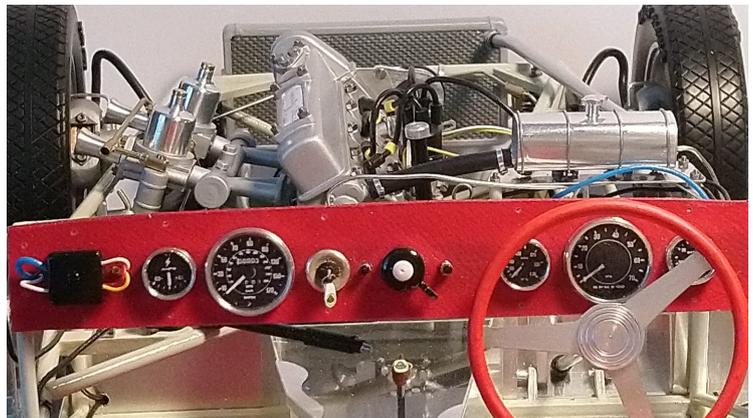
## Cutting a dash.

Lotus model kits like all others get more and more detailed as technology allows us to get smaller and smaller, take for instance the dash panel, barely seen in many kits but it has become a source of pride for many modellers but often gets neglected by the model manufacturer, out of sight (almost), out of mind perhaps? Many modelers featured in these pages have taken it upon themselves to make sure the dash panel isn't neglected and results have been truly stunning in many cases, but with a couple of exceptions, makers are slow to follow up this enthusiasm with better detail options from the outset. Take for example this fine piece of work by Simon Parsons who is building a 1:20 scale EBBRO Lotus 49B, ok so EBBRO has the foresight to include the brackets for gauges on their PE sheet and the result, along with Simon's skill with the



cablings and replacement aluminium gauge bodies has created something special even though, the finished article will only be visible on close inspection but then, Simon knows it is there.

The business end of the instrument panel is always the front and we were treated to a magnificent example of 1:20 scale mastery by João Alfredo with his Lotus 25 build before and after pictures.



I have to include scratch building in this comment taking detail to the next level when Peter Pedroza built his 1:8 scale Lotus Eleven rolling chassis, he included a key with a Lotus key fob in the ignition!! The dials came from a Demon Tweaks Race Equipment catalogue, just the right size. Instrument bodies are machined aluminium as you would expect. Then there is me, I have this rough chunk of white metal (even now partially cleaned up) from my 1:12 MG MODEL PLUS Lotus 25, a kit costing ten times more than the EBBRO 49B but with less opportunity for correct detailing without major surgery or a remake.

The next time you are admiring someone's kit or model build, take a minute to peer into the cockpit if you can, you might just find another amazing feat of modelling skill .

It is the month of May and Lotus fan memories, if they are long enough, will fondly turn to the Indianapolis 500, the race is run annually at the Indianapolis Motor Speedway on memorial weekend. In the sixties, just like elsewhere, Lotus was busy turning the motor racing world on its head and for a brief period 1963 to 1969, Lotus took a win and two second places at the brickyard to change American motor racing for ever. If it wasn't for a ten bob shear pin made of phosphor bronze instead of the steal version in Graham Hill's engine, the motor racing world would have been further stunned by a victory for a turbine powered Lotus 56. Sadly, the Lotus whirlwind quickly faded to less than a breeze with the 1969 cars failing to make the start in a cloud of ignomy and rancur. The Lotus blossom later fluttered only briefly with the advent of the Lotus 96 but the old guard, fearful of what happened the last time around, soon had the weed killer on that bloom before it ever got to Indy.

Fast forward to 2010 and Lotus under the stewardship of Dany Bahar were going places, well the name anyway. Back in Formula One with the crowd from Enstone and back in to the Indy Car series with Lotus liveried Dallaras and the promise of a Lotus aero package in 2011 followed by a Judd developed Lotus engine for 2012. With drivers like ex F1 pilot Takuma Sato and veteran Indy driver Tony Kanaan, the potential for success in this one make series was a distinct possibility with one or two podium finishes giving cause for optimism.



As in Europe with Le Mans and Touring Cars, the model makers latched on to the many possible Dallara options and a whole series of different liveried models soon came along from GREENLIGHT who produced the official range for the Indy Car series in both 1:43 and in 1:18 ( see Kit Lotus Volume x Issue xx) such as the Sato version shown on the left, with the Lotus livery included in that range.

The KVRT-LOTUS team hit on the Lotus heritage for both the colour scheme, green with yellow stripe and also the famous numbers 5 and the Indy winning 82 . They also took advantage of the chance to parade around the Brickyard alongside one of the iconic Lotus 38s from the 1965 race #83 before the 2011 race.



GREENLIGHT released three Takuma Sato versions: Indy 500 Car 5, Montegi Indy Japan, Car 6 and Barber Motorsport Park, Car 4 all in 1:43 scale. Oddly, no Kanaan car but to be fair he joined the team in 2011 , a bit late for inclusion. However, the well respected INDYCALS outfit of Michael Portaro came to the rescue with a set of conversion decals. The car shown left is the Kanaan car nicely converted by Carel van Kuijk whose collection these cars

are from. The car below is the Sato version one of which was used as the 2010 donor car for Kanaan's 2011 car.

Sadly, GREENLIGHT COLLECTIBLES are no longer listing Indy Cars in 1:43, they seem to produce only 1:18 and 1:64 nowadays so the internet is probably your best bet for these neat rarities. This briefest of Indy revivals for the Lotus name faded rapidly, the Judd developed power unit attracted only three teams and was uncompetitive losing out eventually to the Honda and Chevrolet options. It wasn't long before new owners came along and the Group Lotus CEO with the immense marketing ambition was shown the door and Lotus in top line motorsport dipped it's cap back below the parapet. It remains to be seen if these very nice models represent the last time the Lotus name will remain associated with Indianapolis but for memories and history, they will never surpass the mid-sixties.



## Transporter fix - look better in the flesh



Some recent additions to my collection which I think always look better in the flesh when you have removed them from the box . Left, the IXO Volvo Essex Team Lotus transporter arrived just too late for inclusion last time, delivered promptly and efficiently from Grand Prix Models after taking advantage of their pre-ordering system.

Below , described as “the backbone of Britain” such is the popularity of the Ford Transit with British business and John Player Team Lotus were included in that list of users. Spark captured the transit in it’s usual determination for quality and authenticity. Again, supplied by GPM



Below, I took delivery of another Cliff Allison Team Lotus Bedford OWB transporter from St Petersburg Tram Collection via Merrymeet Models up in the North East of England. In resin, this is a fairly simple build with the biggest drama being the paint. The colour splits occur on the model’s natural seams which doesn’t always translate to easy masking, just when you think you have it licked, off comes the mask and da da!! The paint has bled. Three colours as well which means a lot of masking and re-masking but if you do get some paint bleed on the joints, the panelled make up of the truck means only localised repaint, just make sure you get the masking right.





A really big thank you to all those kind and generous Kit Lotus readers who contributed to my MARCH THE MONTH quest. Together we raised over £450 for this cancer charity and Edgar and me managed to trudge 364844 steps—he did many more than me of course because he has four legs and runs back and forth chasing his favourite toy during each trip. 364884 steps at around 2 feet per step is about 138 miles.



*Scratch building is all about painstaking work especially when making bespoke components for your build. These are obviously suspension components but so far no one has come near spotting which car they belong to. No prizes for guessing the builder.*



**Save the date 11th September Kit Lotus back on tour**



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