



# KIT LOTUS

Volume 15 Issue 4 September 2021



## 1:43 Team Lotus Bedford Transporter— SPTC Conversion

In this edition of Kit Lotus:

- Editorial
- Flawed master works
- A tale of two buses, the wedding
- Hornby announces acquisition
- Mike Spence, out of the shadows
- Lotus model news
- Tameo Lotus 72
- Kit Lotus September Song



TAMEO LOTUS 72 1970

**Firstly, I am really sorry** that this issue of Kit Lotus, Volume 15 issue 4 is so late, but as in 2019, I decided to take a break so I hope I am forgiven. I didn't go far this time because of that dreaded Covid but part of the break was managing to get 4 days away on the first Kit Lotus road trip since September 2019. It was great to be back at Malcolm Ricketts Racing open day and having our models out on display once again before moving on for a private visit to Classic Team Lotus to deliver two 1:43 Transporters (see later) but, by far the best bit of this Kit Lotus road trip was finally being able to get away and meet up with old friends with a reasonable amount of how it used to be.

**I haven't had hardly** anytime for my own projects of late but preparation is everything and I have to thank Nigel Halliday, owner of the oldest Lotus in existence, the Lotus MK2. Nigel kindly agreed to trailer the MK2 over to Malcolm Ricketts Racing for me to take more pictures and measurements that would help toward my MK 2 Scratch build. The car remained on display at Malcolm's event which you can read about in this issue. Prepping for a display takes a week or two as Kit Lotus September Song describes - I picked that title listening to Neil Diamond on the way to CTL, corny or what?? - but after a wonderful day at Malcolm's, it was time to head for Hethel via Duxford.

It is always a pleasure to descend on Hethel and partly to celebrate our freedom we arranged to call in at Merv's Hot Bread Kitchen in Wymondham just a few minutes away from CTL, and pick up freshly baked pastries and sausage rolls for the team at CTL. To say that barely a crumb remained is understating how good they were. . doubt we will be unable to visit again without passing that location. Nuff said.

Also in this issue is news about the Lotus Emira in miniature and two more Lotus 79s - can we ever have enough—in 1:18 scale from the Model Car Group. A budget range this time so appealing to a wider audience.

It wouldn't be complete without an announcement from Spark, no pictures yet but 2022 will see more 1:18 Lotus.

**There is some good industry** news to tell you about as well in this issue which concerns famous UK brand names, in that Hornby Hobbies have secured the remaining shares in Oxford Diecast which puts them alongside stablemate Corgi within the Hornby group. It is very encouraging to know there is a strong market presence for our home grown favourites. Both Oxford and Corgi continue to delight us with faithfully reproduced replicas at a price point closer to most people's wallets.

**Readers may have seen** the Kit Lotus association with Absolute Lotus magazine, a small association but one which allows me to pop in a few notes about current, upcoming and older Lotus models each issue. The magazine comes out of the Performance Publishing portfolio together with other car related titles and books. Their latest book should hold a great deal of interest for Lotus enthusiasts with the subject being Mike Spence. Mike can only be described as a Lotus stalwart, always performing well in his support role to drivers like Jim Clark. His story is long overdue and "Mike Spence—out of the shadows" is available now.

**Continuing reader interest** in the rare JOKER models has delivered another article, this time from Chris Doube about his experiences building them, not without a couple of frustrations but always Chris produces fine models.

**Another producer of fine models** is Italian company TAMEO, this issue, Luca Tameo has provided an insight into their ever popular 1:43 scale 1970 Lotus 72 with pictures of a superb build by Michail Kamin. Released in 2005, it just goes to show how popular the 72 is with model enthusiasts.

So that is about it for this issue, I hope you enjoy it. Always feel free to comment.

[kitlotusmail@virginmedia.com](mailto:kitlotusmail@virginmedia.com)

**Lastly a sad note.**

Murree Walton, long time owner of Lotus MK3b died suddenly at the age of 86 recently. He wasn't ill, in fact he was due to go sailing that weekend with his friends. Like others Murree was the careful custodian of another historic Lotus, this one now residing in the Barber Vintage Motorsport Museum. Our sincere condolences to Murree's family and friends. Hopefully my pair of 1:43 MK3b's will be a lasting tribute to his memory.



Having read with great interest the recent articles in Kit Lotus regarding Joker kits, I felt compelled to share my experiences with these rare models. I must confess to having not heard of them until my friend, Lotus model collector and author, Marc Schagen mentioned that he had a few examples, and would like to see some of them built.

The first one that I agreed to build, was the Lotus 18, which is a curbside kit with the complete body very accurately moulded in resin, with some rudimentary suspension cast in metal., and the wobbly web wheels in resin. The brief was for the car to be team lotus green, with yellow wheels and a rollover bar fitted. With no specific race referenced, I left the number roundels blank. Ultimately, this proved to be a trouble-free project, and I was pleased with the finished product.



The following build was a very different matter, being a set of two Lotus 49's which were much more complicated. The arrangement was that I built one of these for Marc and received one in return for myself. In particular, they were found to have a number of parts that were either broken or missing. This kit consisted of chassis no R2 and R4. Marc chose R2, the Dutch GP winner, and I received R4, the South Africa winner. Joker incorporated all the minor differences between the two cars: the windscreen and scuttle, nose cone, radiator ducts and ignition system mounting. However, the nose on both cars was a very poor fit and took a lot of fettling to get a reasonable fit. The main cause of this problem was the radiator being too far forward, requiring a reposition which meant cutting back the oil tank and mountings. Additionally, the top of the nose cone had a greater curvature than the monocoque, which accentuated



the poor fit, and it the most disappointing feature of this kit. Interestingly the photo provided by Joker of the finished kits has the nose cones removed! The final challenge was to paint the yellow stripe as no decal was provided.....



## flawed master works (continued)



The fourth build I undertook was the Lotus 22 Formula Junior. Marc, who is a historian of Australia motor racing, having written the book Lotus Historic Sports and Racing Cars in Australia, requested his 22 in the colours of the Geoghegan Brothers: Ian (Pete) and Leo both of whom raced every sports racing and single seat Lotus in Australia with great success in the 60's. Ultimately, Pete became too large to fit in a Lotus and had to concentrate on racing a Mustang, and Leo became Gold Star Australian drivers champion in 1970 in a Lotus 59 with an Australian built Waggott engine. Their early cars were always immaculately presented in black and sponsored by Total, and with the French tricolour on the nose and tail. I built the kit in this livery.

The Joker Lotus 22 required a Tamiya Lotus 7 S2 kit as a donor. The front of the 7 chassis has to be cut off, and the front suspension is used, along with the engine, tyres and steering wheel. None of the parts are totally accurate but they do the job. The 22 kit was a bit disappointing as nothing fitted properly, the overall impression was that it was cost cutting exercise. In contrast, Joker produces a Lotus 20 which has a very detailed space frame chassis and cast suspension pieces, requiring no donor. I was gifted the 20 in return for building 22, and I built it to replicate the Lotus 20 that I am fortunate enough to own.



## Flawed master works (continued)

The most recent Lotus kit I have built is the Lotus 26R S2, which used a Gunze Sangyo Elan S3 kit as the donor. The Joker part kit consists of the beautifully rendered body shell, which is very different from the road car body. The wheels, tyres, rollover bar and racing seats were also made in resin. The rest is provided by the donor kit, the underbody of which had to be cut away very dramatically to make it fit into the body. I chose to build this model as the car raced in period by the Queensland radio personality Bill Gates (who tragically discovered the Bee Gees), and was famous for hosting lavish parties for the international drivers visiting for the Tasman Series. I was fortunate to acquire this kit from the current owner of the car and hope I have done it justice.

In summary, these kits have some serious shortcomings, but considering their age and rarity they are a great addition to any Lotus model collection.

Postscript: I am currently about to commence building a Joker Elite S2 and another 26R.



*The Joker Elan 26R relies on a donor kit, in this case the Gunze 1:24 scale Elan, for its chassis frame and other parts. The Gunze can be found in two versions, the standard plastic injection moulded kit or the high tech version with photo etched backbone chassis. As this Joker model is curbside, I'm not sure if the higher detailed and obviously higher costing kit could be justified as the donor. The injection moulded plastic one would be sufficient.*

Lotus announced the end of an era with the launch of their EMIRA . The first Lotus sports car for a decade and the very last to be powered by internal combustion as Lotus make their switch to full electrification. The EMIRA is a head turner built on the same aluminium bonded chassis architecture pioneered by Lotus and clothed in a striking set of body contours. The EMIRA looks fast just standing still. Released to coincide with the Emira's Hethel press launch and finished in the same Seneca Blue as the launch car, True Scale Miniatures (TSM) are first out of the blocks with a model replica. Available in both 1:43 which can be bought for around £95 and in the larger 1:18 scale for TSM's Top Speed range of super detailed models.



## A Tale of two buses, the wedding

We have all gone a little gaga for race car transporters these last two or three years with many of us ever keen to add them to our Lotus model collections, the more obscure the better. They tend to pop up with a familiar regularity often starting with someone posting an old black and white image of the Lotus factory yard, or a race circuit paddock showing half of a Ford Thames or the front of an old Commer. Then of course there is the rush to confirm the smallest accurate detail.

One such transporter which crops up many times but has proved elusive is the original Lotus Bedford Bus. Grainy images have been published in black and white of the bus and like the picture below, probably it's most celebrated moment as part of the wedding of Mr Colin Chapman and Miss Hazel Williams in 1954. Two popular images show the wedding party lined up alongside the bus and one with Hazel, now Mrs Chapman, sitting proudly on the bonnet of the bus and again accompanied by which was then the Lotus crew, on the roof and by the side. I have it on good authority that the bus did not take the couple to the wedding, that would have been bad luck and in any case I couldn't imagine Mrs Williams would allow her daughter to arrive at her big day in an old bus turned race car transporter no matter how clean and tidy the Lotus crew had made it. Apparently, unbeknown to Colin, the team had arranged to use the bus to get them all to the church. Neither can I confirm if the Bedford transported the happy couple to the wedding reception but that hasn't stopped the bus becoming welded into Lotus history through it's involvement in the Chapman nuptials.



The bus arrived with Team Lotus on January 30th 1954 after Colin, Adam and Jill Currie returned to the works with a Bedford Model OM bus they had bought from a South London bus company. Adam and Jill were made responsible for its conversion to race car transporter, for specifically the P3 streamlined MK VIII. The Bedford is thus an important subject to consider

modelling which leads me to a tale of two buses and a long, long wait ( the, you can see where this is going can't you " Waiting ages for buses then two come along at once" sort of cliché?) – Sorry, couldn't resist that one.

This tale really starts back in February this year and a conversation with a certain party who works for a certain classic race outfit and is due to retire soon. This party wished to make a gift to his employer as a surprise and knowing that the Cliff Alison version of the Bedford was available, he really wanted two transporters , one Cliff Alison Team Lotus and the other, he would really like to get hold of was a replica of the "Wedding Bus". I volunteered to have a go and build them for him. This would of course give me another excuse to visit said classic race outfit.

The first transporter was to be the Cliff Alison Bedford featured in KL Vol15 Issue 2 and the other being the "wedding bus". The first was not a problem as my supplier Merrymeet Models had one in stock as a cancelled order and these models, produced by St Petersburg Tram Collection in Russia are normally made to order by Leonid the maker. This duly arrived and was completed in a fairly straightforward build. To make the wedding bus was a different matter bearing in mind the deadline was going to be May plus, the only suitable donor model would be another St Petersburg Bedford. Now these models aren't cheap for 1:43 coming in at £195 apiece, having someone pay that sort of cash for me to chop it up in the hope something comes out of it, was a vote of confidence and so a second transporter kit was ordered. Then we waited, and waited and then heard that the Russians were having a supply problem with tyres ( nothing to do with Brexit) . Eventually, my supplier managed to persuade Leonid to despatch the model without tyres and send them on later. ....

## A tale of two buses, the wedding continued

In the meantime, there is still the matter of detail like colour of the bus, registration number etc to find. Tyres I could manage with a rummage in the box of toys I keep for when Grandsons arrive. I knew there was an old Corgi AEC coach in there somewhere and I'm sure now that my Grandson is madly into palaeontology, he wouldn't miss me borrowing a few tyres.

Finally, the tyreless model arrived but too late for any May deadline but what is a few months amongst chums? My contact over at the classic race outfit and me worked long and hard trying to establish the colours, I came across a Dunlop advert of the period on someone else's transporter and made the assumption about the background colour for that advert. I also had some Dunlop decals kicking around somewhere.

We also assumed that the darker colour which wrapped around the front of the bus by the time of the wedding, would be dark green in keeping with the Lotus colours but we couldn't decide on what would be the overall colour. It looks quite drab in the black and white images but you can never be sure. Finally, we were able to make contact and have a very pleasant conversation with one of the wedding guests, Mike Costin no less, who confidently confirmed the bus was a dull grey colour. Quite possibly still in wartime livery, who knows? In any case if Mr Costin says it is grey, then it is grey so unless you have some colour photo evidence, that is not up for challenge.



Bedford body before the vandals arrived



Bedford body after the vandals had left



Bedford body post -op in recovery



Preparation before reconstruction surgery with Humbrol modelling putty

## A tale of two buses, the wedding continued.....

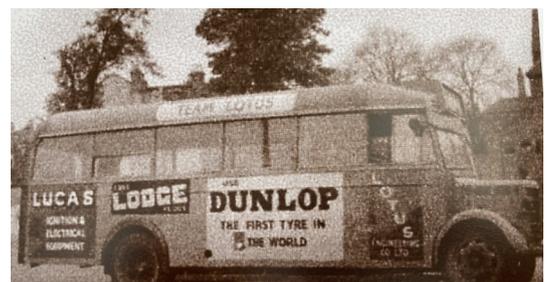
Chopping the raised Cliff Alison roof off was the only major re-work required apart from opening up all of the windows as this was essentially still a bus not a coach built transformation. Being resin it will cut easily if care is used throughout, closing the roof gap was a little more tricky using Plastikard and Humbrol Model Putty to fill the gaps. It took several attempts to get all of the seams closed but I finally managed to keep the rain out. The strengthening ribs were replaced with some 40 thou' strips of Plastikard I have had in my model box since around 1990, but this went on by staggering the bonding with superglue, stretching each strip over the roof a little at a time and at each point leaving the glue to cure before carrying on.



Getting the exact wording on the decals correct was always going to be an issue and I make no apology for this, no matter how good the artwork, my inkjet printer is never going to print light letters on a dark background very well so you will just have to accept my compromises.

The final touches were the whitewall front tyres, evident in the wedding images and the destination board set to "The Last Lap" which I am reliably informed from another wedding guest is correct.

By the time of the wedding it appeared that the dark colour, assumed green, had been continued around the front of the bus and over the bonnet. Whereas original pictures of the bus show just a darker panel on the side of the cab. It is difficult to make out but there is picture in Ian Smith's first version of The History of Lotus taken from the offside front quarter with Hazel sitting on the bonnet and you can see the colour change across the front.



## A tale of two buses, the wedding continued.....

I've already confessed to the decals being incorrect due to the shortcomings in my tech. Fortunately some of the wording I could use from the decals which come with the kit. I used some white vinyl for the background of TEAM LOTUS on the roof sides and the destination board is printed on photographic paper and could be stuck on. Not so the Lodge and the Lucas decals so you will need to accept the compromise on those (for now).

The back end is also probably incorrect as Peter Ross in his book *Lotus the Early Years*, describes the bus as having two doors at the rear, there is also a shot of Colin Chapman in the P3 parked by a transporter in a paddock which shows a tarpaulin covering the rear rather than a door but that Bedford was a much lighter colour nor can it be confirmed as belonging to Lotus. I left the single door in this model, not fixed just clipped in, just in case someone decides to alter it or make a diorama perhaps?



It is always good fun trying to create something a little different, both the wedding bus and the Alison transporter are going to a good home, I'm pretty sure where the Alison version will end up but the Wedding Bus? I suspect it will sit somewhere where the bride herself may be able to view it. I am grateful to Ricky Capel and Mike Costin for sharing their recollections with me about the wedding bus.

Because of the surprise nature of the build, I was unable to approach the obvious people for help and advice but now the model is safely delivered, and even as we read this, there will be someone pouring over the original Lotus cash books to find a record of the purchase and see if a registration number exists. If it does, that will settle any discussion as to whether or not this bus and the Alison bus are one and the same.



**Mrs Hazel Chapman was delighted to see the model and is very pleased that people are still so interested in Lotus history.**

**Photo: by kind permission of Mr Clive Chapman**

## Hornby takes controlling share in Oxford

To hear about successful businesses, especially those in the model, hobby and collectible markets is always good news, more so when a company is one of our favourite UK home grown brands, Hornby.

I'm sure most of you know but Hornby, as well as being renowned for model railways, also own key brands that will impact on the Lotus model car collector and model builder such as Corgi, Airfix and Humbrol as well as more recently Pocher ( still can't wait for my 1:8 Lotus 72). You may well have heard of another successful UK brand bringing us neat, good value 1:43 diecast models and going by the name Oxford Diecast who brought us the neat 1:43 Lotus Elan Plus 2 along with 1:76 scale Elites, Evoras and Cortinas.

The Oxford Diecast was started in 1993 by Lyndon Davies and his wife Catherine Davies and successfully built the business using his vast experience in the model and hobby business. Renowned for good quality, great value models within the financial reach of mere mortals, Oxford just grew. Around the same time, Hornby was completing its rejuvenation becoming profitable in 2017 for the first time in years and just at that time, Lyndon Davies joined the Board of Directors of Hornby PLC as Chairman and Hornby acquired 49% of the Oxford shares. By the end of the 2020 financial year, Oxford, also recording a profit, had a net asset value of around £2.6m. Since then, the remaining 51% has been acquired by Hornby, finally adding the Oxford brand to its portfolio. Records show that Hornby paid £1.3 million to acquire the shares and was able to do so from its liquid assets, which shows how strong the model and hobby market must be in the UK.

The Strategic Rationale behind the acquisition is, "the Company believes that the Oxford Diecast Group's portfolio of brands and industry knowledge are complimentary to its existing brand portfolio and that opportunities exist for the two businesses to work collaboratively together to grow both businesses."

It really is good news for both businesses and great news for model and hobby enthusiasts like us.

Staying with the Hornby stable, but with CORGI to be precise and in another blast from the past Hornby Hobbies, owner of the Corgi brand has retooled and relaunched the Lotus Climax 25 as one of its retrospective recreations which originally appeared in December 1964 to coincide with Christmas, the Lotus Climax was a big hit with Corgi fans selling almost 1 million examples. Although selling at the cheaper end of the Corgi range as an individual model, the Lotus became as well known part of the Corgi Gift Set 37 which contained the F1 car, two Elans, a VW transporter with trailer and a spare Elan chassis.

Corgi has re-released the Lotus 25 as the number 1 car with the later yellow stripe along the nose although the box art depicts the earlier car without the aero screen but sporting the yellow stripe and the number 4. Interestingly, Corgi has chosen to use a slightly yellowed background for the number roundels perhaps to age the model? The driver would undoubtedly depict Jim Clark but with a lighter blue helmet. The Lotus retains the original Corgi catalogue number 155. In 1964 would have cost around five shillings and threepence, about 28p in current coinage. The Gift Set 37 isn't that rare with lots of them in the hands of collectors. However, rare or not, a mint condition set with undamaged box, complete set of cones and sheet

of unused race numbers can often be seen asking Over £400 whereas a "played with" version like mine will fetch about £175/£200.

I've owned mine since boyhood and on the box in pencil is the price mum and dad paid for it to put in my Christmas Stocking, 37/6d which translates to thirty seven shillings and sixpence, or one pound seventeen and six pence or even £1.87. Pride of the set is the Lotus 25. The two Elans and spare chassis aren't bad either.





# MIKE SPENCE

## OUT OF THE SHADOWS

Richard Jenkins



Foreword by Sir Jackie Stewart OBE

Brand new from Performance Publishing is the biography of Mike Spence, written by award-winning author Richard Jenkins.

Mike Spence was one of the most liked and respected drivers of grand prix racing in the 1960s. A loyal friend and team-mate of Jim Clark, Mike also raced for BRM and Emeryson in Formula One and in sports car racing, he drove the iconic Chaparral 2F. He forged a reputation as being an outstanding development driver with real mechanical sympathy.

He was at his peak and was on the cusp of winning both the Indianapolis 500 and becoming a winner in grand prix racing when he was killed in a practice accident at the Indianapolis Motor Speedway on 7 May 1968.

There are not too many two-time Formula One race winners that have not merited a published biography of any description, but at long last this modest, laconic and quiet man gets the focus that he deserves in what will be the definitive and only authorised biography of his life.

This was no mere 'number two' driver to Jim Clark, Phil Hill or Jackie Stewart; this was someone who worked in the shadows to achieve the optimum performance for every-

one he raced for.

Award-winning author Richard Jenkins follows up from his debut book – Richie Ginther: Motor Racing's Free Thinker – with all the same hallmarks that saw his first book win multiple awards: comprehensive research, a balanced, thoughtful, flowing and detailed narrative and numerous photos that have never been seen before, including some from Mike's personal collection.

With contributions from Mike's widow, his brother and his former long-time mechanic, there are unique personal insights into Mike as a person, It is testament to Mike's reputation among his peers that the likes of Richard Attwood, Jim Hall, David Hobbs, Alan Rees and Sir Jackie Stewart, and many others, have been involved in helping to tell Mike's story as he now comes out of the shadows into Mike Spence: Out of the Shadows is due for release on Tuesday 14 September priced at £27. It is available to order now at :

[www.performancepublishing.co.uk](http://www.performancepublishing.co.uk)

Author Richard Jenkins won the prestigious RAC Motoring Book of the Year Award for his debut title, Richie Ginther: Motor Racing's Free Thinker full focus.



Performance Publishing is the home of the superb Lotus magazine ABSOLUTE LOTUS, published bi-monthly and containing a mixture of old and new as it's title suggests. It carries lots of nostalgic articles alongside features about the more recent and the brand new Lotus cars. Well worth a read, especially the page dedicated to model cars !!!!!!!

It is a news stand hard copy magazine and is also available on subscription from the Performance Publishing website.

## Lotus model news

There are a few new Lotus model releases again since the last issue, some of which are hitting the market right now but we have already reported on. Mostly these new ones are either on pre-order or are early notifications for some time hence. Falling into the latter are two new 1:43 Lotus Sunbeam rally cars from IXO which will be great value and very well modelled in the usual standard from the IXO stable (no pics yet). Next our chums at Spark tell us that 2022 will see the release of the 1970 Lotus 49C Jochen Rindt Monaco car in 1:18 scale. Again, no image just yet but you all know the Spark quality at this level just as the 1:43 range. Expect to pay around £170 and look out for pre-order details as these will be gone in a flash. Alongside the 49C and also in 1:18 scale for 2022 will be a Lotus 102B, also from the Monaco race but this time 1991 and driven by Mika Hakinen. There would be no point tooling for a 49C without its earlier stablemate the Team Lotus 49 from Zandvoort 1967, certainly a number 5 car and hopefully a number 6 as well. More details later.

Staying with the ever popular 1:18 scale but at a level that won't cause too much of a dent in your wallet, in fact this pair will still set you back less than the cost of one Tecnomodel. I'm referring to the MODEL CAR GROUP's (MCG) 1978 Lotus 79s of Andretti and Peterson. You could ask why we need another brace of 79s when the market appears to be pretty full already? Well, maybe there aren't any for general sale at the moment because most of the production runs have been snapped up by collectors?

Looking a little closer at the MCG 79s, they are obviously lesser in detail than say, the Minichamp versions. No removeable panels and the meshes that covers the DFV inlet trumpets are cast black into the upper body cover. Looking from the back at the business end, there is some very nice detail within the constraints of what the model costs and they



have captured the subtle differences between the Andretti and Peterson cars. Quite a lot of detail which would be a separate component on more expensive models are part of the whole assembly. This isn't a criticism, I think they have done very well and if you are needing to compromise on what you can afford, these 79s give great value at around £70 each.



Back to Spark and their 1:43 range expands further with the 102B Hakinen Monaco car and also a brace of Lotus 95Ts. In the hands of DeAngelis and Mansell, the Lotus 95T showed great promises with some high grid positions and podium finishes



but inevitably it will be remembered for white lines and a wet Monaco which could have ended so differently if an older version of Mansell was driving the car.

Luca Tameo has very kindly provided us with an overview of their 1970 Lotus 72 as driven by Jochen Rindt at the German Grand Prix of that year. You may say we have seen this before and rightly so but as Luca says "This is a true Supermodel and we continue to sell it because it is a wonderful subject and an amazing model, we included this reference in the TAMEO catalogue back in 2005 and it continues to be one of our best sellers:

In the TAMEO range, this is a high-detail kit, commonly referred to a "superkit", hence the SK prefix, included in the TAMEO World Champion range where there are many models that reproduce the single-seaters that have won the Drivers' World Championship from 1950 up to the present day. By high-detail, is meant that models have body parts which can be opened with the mechanical and chassis parts faithfully reproduced and visible. The number of parts is high and requires quite a lot of attention and modelling experience in order to arrive at a satisfactory final result.



Your Lotus 72 will arrive in the usual sturdy cardboard box of the type that TAMEO has used for decades now, so you know everything will be safely intact. The full colour set of step by step assembly instruction manual is a feature of this kit (and all others in the TAMEO World Champion series) and contains many photographs of the real car from their internal archives. This attention to the needs of the modeller to make sure there is every opportunity to build a fabulous model is important and gives confidence that you are embarking on a project with a good quality product.

The kit itself is multi-media, by that we mean it contains parts manufactured from different material. Primarily white metal for the principal parts which is easy to work on, polish and is suitable for soft soldering. There are many parts made from machined aluminium such as the wheels, shock absorbers, brake discs and other small parts. The tyres are real rubber and reproduce the characteristic tread pattern of the Firestone tyres used at that time, just before slicks came to prominence later in 1971. The windshield is thermoformed in the typical yellow colour of the period and and finally, there are several metal photoetched parts in various thicknesses that reproduce the thinnest components. A feature of the model is the rear wing made in pre-formed photoengraving to make them curved as on the real car. This is also ensures a more accurate scale thickness. Often when wings are cast from white metal, the scaled up car would have rather thick wings and end plates.

Waterslide decals are an essential feature of any kit and in the TAMEO World Championship series, modellers are provided with two decal sheets instead of one, which is an important and thoughtful innovation for the modeller in case any errors occur during their application.....

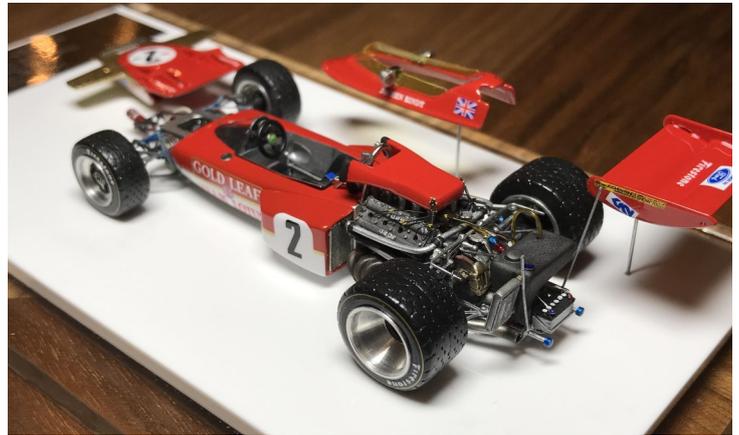
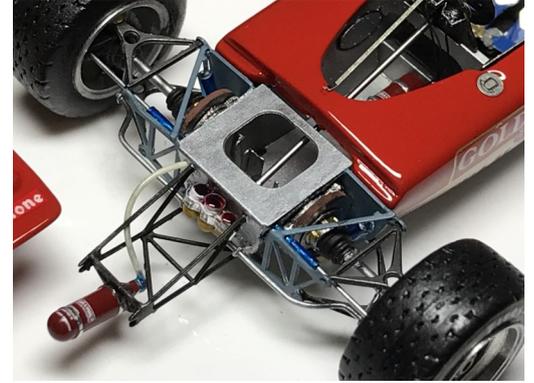


With all of the TAMEO kits we review, Luca sends us a set of build pictures from their 'family' of customers, this time, the Lotus 72 superkit lives up to its name and we have a beautiful series of photographs of a superbly assembled model from model maker Michail Kamin who has done exemplary work.

As you can see from the detailed photos, Michail has added wires and harnesses exactly where you would expect to see them on the real car and the final result is absolutely fantastic.



A touch of class is represented by the detachable parts of the bodywork and the rear wing which are displayed on external supports so as to highlight all the mechanical components of this incredible piece of art.



## Kit Lotus September song

It has been a long time, September 2019, since I was able to take Kit Lotus on the road to a Lotus event, even then it was solo because my sidekicks couldn't make it and so Race Retro back in February 2019 was the last full outing. It all seems a long way since we were told to stay at home and shelter from this awful pandemic but thanks to our wonderful scientists we can at last wander free albeit with a bit of caution, and so September 10<sup>th</sup> 2021 was the day that things at last moved for Kit Lotus. The cars were loaded to within a few thou' of any remaining space and the M1 beckoned us South to the pre-Roman settlement of Wheathampstead in Hertfordshire, where, up a fairly ordinary country lane lurks an Old Dairy Barn. Blink and you miss it, because the unmade track next to it also looks like a typical farmyard entrance and even if you look closely, there is nothing to advertise the internal combustion delights that lurk within. We have trodden this path several times before, five times to be precise and each time it is with eager anticipation of a gathering of like minded Lotus enthusiasts with the emphasis on the early cars from Tottenham Lane and Delemare Road.

From our first attendance when Malcolm Ricketts Racing Barbecue was just an evening event, it now entails a set up day and well over four hours to put our Kit Lotus display together which is why we are arriving on 10<sup>th</sup> September. As well as being the Covid escape event for most of us, today was significant because Nigel Halliday, the owner of the oldest surviving Lotus, the MK 2 had very kindly agreed to bring the car over early so that I could spend time with the camera and tape measure gathering more information for my 1/8 scale scratch built project of the MK2. He also brought along his photo archive of the car including many pictures taken during early 50s Trial Competitions and the car as it featured in the Boulting Brothers comedy film, Brothers In Law. I can't say enough how grateful I am for this opportunity, I can only hope to be judged on the



**Mr Chapman certainly didn't have older bones in mind when he designed this car. Getting out was even more of a trauma. The car survived. Car 1, ripped shorts nil. Serves me right.**

final outcome as to whether I have done the model justice. Covid restrictions meant there was no Barbecue at the event this time which is usually used to raise money for the Isobel Hospice nearby but even so I understand around £1000 in donations went into the collection bucket so well done everyone. Set up complete, myself, Peter Pedroza and his son Andy (sent out with the two of us to act as the responsible adult you see, as Peter and I can longer be trusted to look after ourselves), left for our hotel in St Albans only to be faced with two serious issues: 1, no restaurant on Saturday evening and worse, 2, No beer on draft!!!! Fortunately the first had been covered with an electric coolbox and a bag of food which in the end, there wasn't any chance of starving as pubs with food, and beer (2 sorted) were within walking distance. It is just a shame that the Karaoke almost made our ears bleed but equally as fortunate, it started after we had eaten so we were able to beat a respectable retreat back to the hotel for a nightcap or two.....



## Kit Lotus September song continued.....

Saturday 11<sup>th</sup> was the business end of the visit to the Old Dairy Barn which from noon onwards, was shared with lots of Lotus enthusiasts in pleasant late summer weather allowing us plenty of time to look at mostly immaculate Lotus cars that included Malcolm's own collection. Other attendees were, Peter Warr's Lotus 22 Formula Junior car, Lotus 7s, Lotus Elans and racing 26Rs, Lotus Europas, Cortina and Lotus Elan plus 2 all safely displayed in the main courtyard. In the outer yard was a mixture of more modern Lotus from the Esprit, Excel, Eclat era and beyond to Elise, Exige and Evora. Sadly no Elmira. That would have been brilliant having the latest Lotus alongside the oldest surviving Lotus but apparently Jenson Button is somewhere with the only example currently on the road. No Barbecue equated to much more space to exhibit Lotus cars and despite the lack of food, Malcolm once again provided a brilliant atmosphere.



***Look Colin, I told you something was a bit whiffy, there is that foot I ran over in the Oulton Park Paddock in 65 at the Gold Cup meeting. I bet he has never washed it, must be Lotus green by now***

Our display caught both the eye and the imagination of most people at the show. We purposely no longer take the smaller 1:43 models which at one time was the core because too many visitors mistake them for Spark resincast. We just end up repeating that our models are hand built ad infinitum and so the bigger scales are

the core of the display both kits and scratch builds.

Peter debuted his magnificent 1/8 scale work in progress of the Formula 2 Lotus 59, even not finished it looks brilliant, as if it is sat in the works waiting for the mechanics to complete a rebuild. Alongside it was his Lotus Eleven Le Mans rolling chassis and his Lotus 49 and 40, all truly amazing creations we never get tired of seeing. My 1/8 Lotus MK 1 replica came out to play for the first time alongside the 1961 Lotus 18 and all the usual Tamiya 49s, 72s and 78.

All of these models sit on an aluminium framed display bench with Kit Lotus graphics and ply tops complete with upper tiered stands, seemingly a mile of cable, LED lights and a TV monitor showing the Kit Lotus video. Now you start to see why it takes so long to set up and when you add all of the models we bring along, the art of getting a quart into a pint pot becomes fairly obvious. All this lot goes in the back of the Volvo (mine) and the back of a Mini (Pete's). We had thought of hiring a van and pre-building some of the staging back at basecamp but we are both reaching an age where hirers aren't really that keen on taking our money, plus, this trip had extended to five days, any van would just be a store shed for four of those five and so any economy of scale would be a non-starter. Getting this stuff in to the Volvo and the Mini takes a lot of planning and one solution I should have come up with years ago when I made the display bench, is a purpose-built box for the frames .....

## Kit Lotus September song, continued.....

..... big enough to cope with all seven sections and small enough to slide easily in the back of the car. Next, all the models had their various packing boxes reviewed and remade smaller and lighter and in true Lotus fashion, quite a lot of it had to be dual function, the box for the frames doubles as the mount for the TV monitor for example. All this, including dummy packing runs take time, weeks in fact with work commencing in earnest back in July just so we could get everything to Malcolm's in September but with the added benefit for any later event we attend. By far the worst thing of attending any Lotus event with our display is the end of the day. Packing up is a chore, but now we have put in the work to streamline the packing, that chore has reduced to just one and a half hours and, the models get home safer. We are already looking forward to being back next year.



**Kit Lotus in a box or two**



**Pete's next magnificent scratch build the Lotus 59 in 1/8 scale**



The Kit Lotus display takes at least four hours to set up but the end result is usually a hit with visitors. We were reunited with the 1/4 scale Lotus 107, kindly loaned back to us from the owner for the afternoon. The space needed to transport it is a big consideration.....



## Kit Lotus September Song continued.....



Set up complete, the opportunity to pose with a piece of live Lotus history couldn't be missed. We parked the Mark 2 inside overnight before it went under the awning for display the following day and when things need moving, you just have to muck in. Here moving the Mk9 with Malcolm and Martin Ricketts.



The event certainly creates a friendly atmosphere and attracts some famous cars like the ex Graham Hill Elan Plus 2. It doesn't take long for the yard to fill and the outer yard closely follows, but all too soon everything is over and we have to pack our toys away until next year.



## Kit Lotus September Song continued.....

A second overnight stay in St Albans became the jump off point for the next stage of our Kit Lotus road trip which had a final destination at a private visit to CTL, so Sunday gave us the chance to meet up with fellow Kit Lotuseer, Simon Parsons. Work commitments meant Simon couldn't make the open day with his array of superb 1:20 scale Lotus, but we managed to get together at the Imperial War Museum Duxford for chillout day of aircraft and artillery. Simon, a veteran of 20 years in the Royal Engineers couldn't resist trying the WW2 American helmet for size and Squadron Leader Biggles, aka Pete tried his hand at flying a fake Hurricane (look mum no wings). Nothing remotely to do with Lotus but IWM Duxford is always an inspiring place and when the weather, like this weekend allowed flying, the sight and sound of vintage Spit-



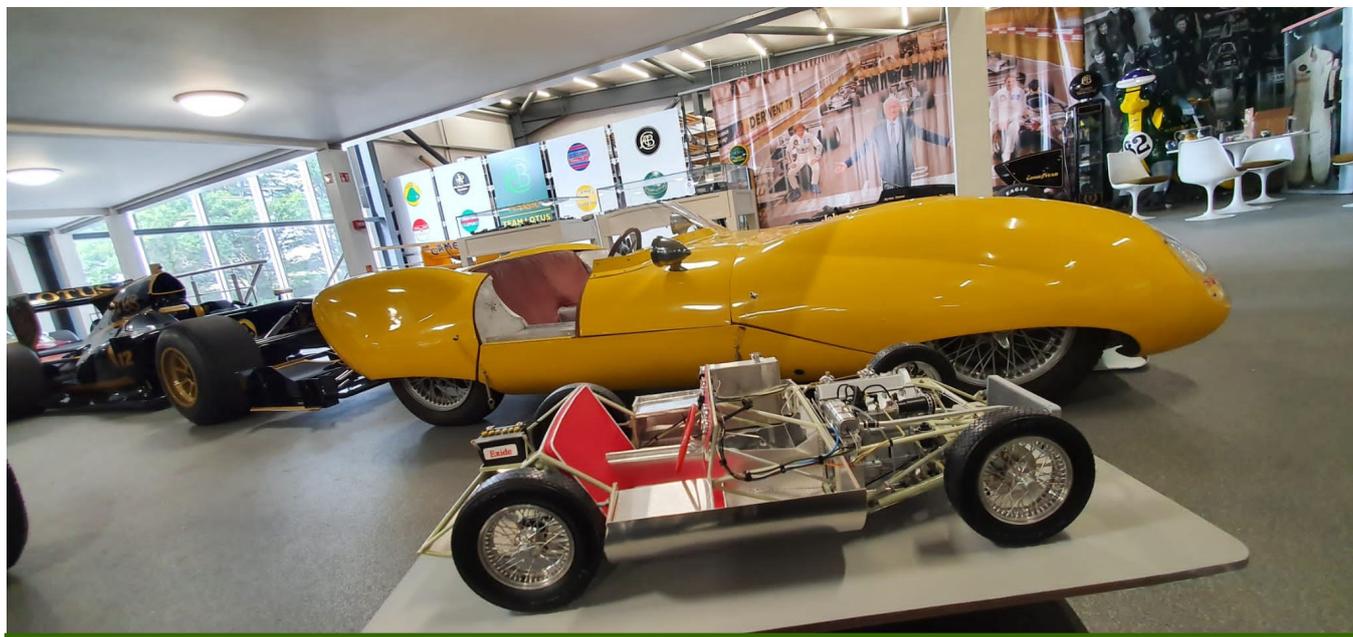
fires is unmissable but coupled with being inside a replica 1940's Ops room or the vast aircraft hangars, the atmosphere is quite emotive.

A steady run north east from Duxford took us to the Hethel area in a little over an hour or so, even after a long session at the IWM, we arrived in plenty of time for a beer or three and a leisurely dinner before final plans for our visit to CTL next morning where we were to deliver the two transporter models (see earlier article). As usual a very warm welcome awaited especially as we called in for freshly baked pastries and sausage rolls on the way, but we were treated to viewing the team from the upper floor, preparing and loading six cars for a pre-Goodwood test run over the road on the Lotus test track.



## Kit Lotus September song, continued.....

For enthusiasts, it is hard to beat the sound of race car engines being fired up and warmed in the yard below, first the Climax engine cars and then the brute force of the Lotus 30, A racing E Type sounded positively reserved in comparison.



**Peter's 1/8 Scale scratch built Lotus Eleven chassis alongside Clive Chapman's Eleven**

We were allowed to put a handful of our models on display upstairs on the mezzanine for the team to see at lunch break whilst, joined by Bob Dance and Jeremy Pierson, we swapped places to have a look in the strangely empty workshop as most of the cars were outside as part of the, what turned out to be, triumphant Goodwood preparations. Andy Middlehurst was in dominant form taking the Glover Trophy in ex-Jim Clark Lotus 25 and the big beefy Lotus 30 driven by Phil Keen took the Whitsun Trophy in fine style. After losing out from his pole position start he managed to claw back to the front despite being many seconds down in the 25 minute race. As ever both cars looked sensational after careful preparation work by Classic Team Lotus, the scene on the pitwall as Middlehurst took the chequered flag lacked only a cap being flung in the air.

It is always a privilege to be able to visit Classic Team Lotus, our thanks to Clive Chapman and his team and it was great to see Bob and Jeremy again.

Don't forget, Classic Team Lotus it is arguably the best shop in the world for your Lotus model requirements, they hold a significant stock, especially Spark. Give their website a look at.



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