



KIT LOTUS

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Fenix Racing announce their 1:10 Lotus 72 R/C Racer

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Hugo gives his Ghia Agile Lotus XI the chop

It's been a bit of a rush to get this edition out after being very late with the last one due to me 'stealing' some holiday time with Mrs T. Hopefully, just a few days late this time but with a big thank you to those who contribute articles or send me stuff that I pester them about in order to bring you another mixed bag of interest for Kit Lotus Volume 15 issue 5.

It is clearly the case now that contributions from Lotus model enthusiasts are a key component of the continuing success of Kit Lotus and, so confident am I that it will continue, I just signed up for another two year contract with the website provider WEEBLY and as such you will have me pestering you for another two years at least.

Once more we have some exquisite examples of modelling skills for you ranging from the polycarbonate from FENIX RACING to Carel van Kuijk's brace of Lotus 91s. FENIX continue their commitment to Lotus with a 1:10 radio controlled racer in the form of Emerson Fittipaldi's Lotus 72. It can't be easy getting the level of detail that will satisfy the consumers appetite for realism, to fit over the top of a standard package i.e. the chassis of a model that has to function and in this case function rapidly and consistently and yet retain that iconic look of the real car and in the right scale. FENIX have achieved this with all of the Lotus versions in their catalogue, but have done so with a close working relationship with Classic Team Lotus. Which brings me nicely to my follow up article about product licencing and co-operation with the intellectual property owner. I pestered Jeremy Peirson, Licencing Officer at CTL, nicely of course, to give me an update from the article I wrote back in Kit Lotus Volume 7 issue 3, where I extolled the virtues of Queen Anne and King Charles the 2nd in protecting artists from copying. Put simply, if a product isn't branded with a licence approval, it isn't licenced by the intellectual property owner. We must all do our bit to ensure the marque which we enjoy so much and provides us with endless enjoyment, thrives. Say no more.

We have some other new items to tell you about including a LEGO EIVIJA and a new range of figures to complement your 1:18 scale and 1:12 scale collections from this time from the Automodello stable....



TECNOMODEL continues to delight us yet another Lotus release, this time the Lotus 21. A significant Lotus being the team's first world championship winner in the hands of Innes Ireland. 1:18 is the scale but TECNOMODEL also deliver some brilliant models in 1:43 scale and have released their version of the Lotus 40. Most TECNOMODEL releases tend to be four versions, just as with both these new model types.

Rae Dobbins at Merrymeet Model Cars sent me pictures and details of how to get your hands on something a little different, a 1:18 model of the famous Elan chassis finished in silver and mounted on an oak stand.

Gary David's account of LOG40, the US Lotus Owners Gathering adds an insight to what Lotus owners in other countries are up to and there are snippets of news from Peter Stevenson and Mike Serrurier.

I spoke to Rick Wilson about the model of the Lotus showroom at Tottenham Lane (Kit Lotus Volume 14 issue 6) and Rick told me that the project has slowed a little whilst he sorts out issues with his CAD software but the project is still on the way and will be early in the new year. Projects do slip despite our best intentions, my own 'on the go' projects include the two MKIIIb's I am building, things have started to move again but progress is slow. I haven't touched my 1:12 Lotus 25 for weeks now but I have spent a lot of study time with pictures and drawings of the MK2 for my 1:8 scratch build project.

There is always next year and always we have a sense of optimism that the next year will be much better than the last, at least we have the POCHE Lotus 72D to look forward to but I hear that is not now expected until the second quarter of 2022.

Well my friends, another year is almost over, there won't be another Kit Lotus until January so I would like to be one of the first to wish you and your families a very happy and peaceful Christmas and that the New Year brings all which you hope and expect from it. Lastly, I trust you have all behaved well enough to warrant a visit from Santa as there is still a few weeks to get your wish lists to the North Pole.

Keep the Lotus model stories coming.

Fenix Racing Lotus 72 1:10 R/C racer

1/10 scale radio controlled scale model Lotus are back in our news again from the Fenix Racing stable. Giorgio Favaretto and his team worked closely with Classic Team Lotus to produce the Lotus 49 as part of their Classique range of R/C racers based on their own chassis and available as a full kit. Later the Lotus 78 was introduced as a body that also fits their Classique chassis but now the Lotus 72 is the latest Lotus introduction to their range. Working closely with Classic Team Lotus pays off and this replica looks every bit the part resplendent with Emerson Fittipaldi driver figure. The car comes as an unpainted polycarbonate body with a Classic Team Lotus livery decal set. You may find alternative JPS decals on the aftermarket but the 72 in it's familiar colour scheme of black with gold lines looks just as good wearing CTL logos, a scheme that has recently been used on the real cars so no one can quibble about lack of authenticity.

Giorgio reckons about 50 or so Euros for the body but take care with shipping, vat etc if buying direct from the Fenix Racing website. Check out the CTL shop as well, the world's



best model shop for scale model Lotus. The Lotus 72 body will also fit the Tamiya F103 chassis (with a couple of modifications) familiar with lots of R/C model racers and a tad cheaper than the Fenix Classique kit.

fenix-racing.com

Simplify and add lightness

Lotus Elan 2+2 chassis

Something else a little different is this limited-edition model of the Lotus Elan Chassis in 1:18 scale. Produced by Rae Dobbins of Merrymeet Model Cars in a limited run, the chassis is a study into the thinking of Colin Chapman with his famous 'backbone' chassis which contributed much to the success of the Elan, it is larger stablemate the Lotus Elan 2+2 and the Lotus Europa. Sadly, the concept did not quite translate to the same level of success to big banger sports cars like the Lotus 30 and Lotus 40. The model is injection moulded plastic finished in silver and mounted on a solid oak plinth (205x152x78mm high). It comes complete with printed brochure outlining its history and a flat unfolded stainless-steel template of the chassis.

mmcars.co.uk



Lotus Owners Gathering—LOG 40 Salt Lake City by Gary David

Last year the Lotus Owners Gathering, LOG 40, was scheduled for Salt Lake City but had to be canceled due to COVID concerns. It was rescheduled for this year and, with the vaccines Sandy, Grover and I felt comfortable enough to attend. We had thought about driving out in Sandy's Evora and shipping out clothes to the hotel. Then we would have rented a car and toured several national parks.

However earlier this summer Sandy decided that instead of a car, she needed a Monster Truck (Chevy Blazer). Since it isn't fun attending a meet without your car we loaded our Europa on our trailer and towed it with her new vehicle. We took three and a half days to drive to Salt Lake City and it was interesting to be able to tow at 75mph and still not be breaking the speed limit (80mph). Plus we were able to pack everything we needed for three weeks of traveling easily in the Blazer. The dash is showing a fuel economy of just under 20mpg which is impressive for towing.

As we near Salt Lake City we are noticing that the sky is getting more and more hazy from the California wild fires. Thursday about 1:00PM, we pulled into Salt Lake City and dropped the Europa and trailer at the remote trailer parking area, and then we drove to the hotel. Check in went well and nearly everyone we saw greeted us from past events. We unloaded Sandy's Blazer into our room and after a bit of relaxing went back to unload the Europa and bring it over.

This was a very impressive looking Marriott hotel but it was located in a very congested area with very heavy traffic. The parking lot was good and the lobby very nice, but the rooms were a bit tired with things falling off the walls and no cleaning services unless you were a frequent Marriott customer.

Friday was the normal "clean up the cars" day. Unfortunately the host club only provided one small bottle of carwash and one pail. I had brought a 5 gallon Lowe's pail along with lots of carwash samples. After washing our car, I left the pail and wash mitt for people to use and handed out some samples to a couple that was thinking of looking for an Autozone as they forgot theirs at home.

Did I mention it was HOT! Temps in the '90s. We had been told that hardly any older cars were entered but there were at least six Europas in our class. I set up displays of small and large Lotus models in the contest room and by late Friday, mine were the only models and there were two photos and two crafts.

The Friday evening reception was held outdoors in a tent and halfway thru CALL's Kurt von Leyser appeared. It seems his Europa made it to Iowa City where it died. Overnight it healed itself but then there were a few other problems and Kurt decided to drive back to Cleveland and switch to his Mercedes and then drive out to



LOG. This is dedication.

Saturday morning we were supposed to be at the panoramic photo site before nine. Then the lift truck was late for the photographer. Then they moved us all to the far end of the parking lot and then brought us back to set up the photo. The front row was supposed to contain the older cars but someone's Esprit Turbo snuck in and wouldn't move. And did I mention that it rained. Lunch was served outside in the rain and by 1:00PM the voting was over and everyone headed back to dry off.....

LOG 40 continued.....

There were only a total of three entries for the models, three for the crafts and five for the photos. I could have just set out two of the models I brought without setting up the dioramas and won but I try to show what can be done. The club needs to promote these contests better next year. Everyone in the club has a photo of a Lotus that they love.



Indianapolis Motor Speedway

Indy 500 Qualifying - May 18, 1968

Graham Hill speaks with a TV person while he waits for his Lotus 56 Turbine to be readied for qualifying. The STP/Lotus mechanics work on it under the watchful eyes of Andy Granatelli. Joe Leonard's Lotus 56 sits ready to go a bit later. Hill would qual-

numbers. Impressively Sandy took second place with her Evora which was at home. After some sleuthing, we found that our Europa took the second to a highly modified S1 Europa painted metalflake yellow with huge fender flares, 15" wheels and a late model fuel injected ford engine. Normally heavily modified cars don't do so well in the stock classes. The trophies were made by a local artisan and were very nice. Kurt von Leyser won the hard luck award but he would have preferred to have his car here.

Finally it was announced that next year, LOG 41 would be held in Canaan, West Virginia on the same weekend. More to come on this event soon.

Sunday featured several scenic drives and a visit to a local ghost town but no autocross or rally. Sandy and I loaded the Europa on our trailer and towed it over to a local storage firm that rented me a garage for a month on a "first month free basis". I did explain that it was only needed for a couple weeks but they charged me a \$25 admin fee and gave me a great unit. Now we will be off to tour several national parks in the west.

This was a good LOG even though the committee had to deal with all the issues caused by the pandemic. There were about 130 cars and we did enjoy the weekend. It is always great to see our old friends and make new ones that we hope to see next year. The one sad note was that neither the Emira nor the Evija made an appearance. Strange, as they had both on the west coast a few weeks back. Sandy was wearing a "Buying an Emira" note on her badge.

The Saturday evening banquet was strange as no one from the UK was able to come over. Richard Parramint and Bob Dance attended by video as did the Lotus managing director Matt Windle. The trophies were awarded but somehow the committee didn't know that they could get a spreadsheet that had names associated with car numbers, so they just read out car



August 1st 1981, Norwich Airport, UK

Prime Minister Margaret Thatcher was visiting the area so Colin Chapman decided to showcase his latest revolutionary idea there. He brought the Lotus 88 and his Lotus Esprit and actually drove the F1 car onto the tarmac. Many photographers taking pictures, but it seems Ms. Thatcher has slipped into Colin's Esprit to take it for a spin.

Product approved by - why you should have a licence to copy

“Product licenced by Classic Team Lotus” are the words reassuringly printed on the box of that Lotus model you have just bought even if you are unaware of just what has had to happen before that coveted label can be attached. Possibly not quite as much as attaining a Royal Warrant for the retailer but possibly in our minds, a very close second. You should not be surprised to learn that, like all things Lotus, an enthusiast with a passion heads up that side of Classic Team Lotus.

It has been a while since I last covered the subject (Kit Lotus Volume 7 issue 3 “*Queen Anne, King Charles and the quest for the Lotus Cortina*”), and there has been some recent case law in the European Courts with seemingly bizarre rulings that effectively allows a model manufacturer to use someone’s registered trade mark without permission. I won’t bore you with attempting to explain the ruling in *Adam Opel AG v Autec AG* but if you are keen on reading it please let me know as I have a copy of the court ruling, neither can I say for certain whether or not the European ruling would apply in the UK.

The simple fact remains, if you want to copy or use someone else’s intellectual property , gaining their permission or licencing is the best way and in my humble opinion, those who ignore the fact are just downright disrespectful.

Jeremy Peirson is the man who protects the CTL brand and it has been my pleasure to meet and get to know him during several of our visits to Potash Lane, on our last visit, I persuaded him to update me on the state of play in regard to licencing as I think it is essential we as model consumers need to be able to make informed choices when we indulge in our favourite hobby. Next time you admire your collection, spare a thought that you are doing your small bit to ensure the continuing success of Classic Team Lotus whose intellectual property are those magnificent machines parked serenely on the upper floor in the Classic Team Lotus citadel.

Jeremy takes up the story:

“Dear John,

Thank you for the opportunity to discuss licensing within the auspices of your excellent “Kit Lotus”. The insight written below was thought through before I read your earlier well-presented discussion (Kit Lotus Vol7 issue 3 June 2014) and I fear I have repeated myself and Lorenza’s observations (Lorenza has since moved on). I am amused to see emphasis on the Lotus Cortina – models of which continue to be a rarity today. Having enjoyed one of these splendid cars in the day (Mk1 of course), I might be tempted to invest in a good built model myself.

The text follows

Yours etc. October, 2021

“I am writing, not as a professional licensing expert, rather as someone who was invited to assist with an existing portfolio of licensors, fully and (hopefully) happily signed up. To do this job, a smattering of contract law, some modest level of accounting expertise and an eye for engineering detail are the qualities required. I should be ok on the accounting front being an ex-FCA., but I do not claim to have the other two qualities. No doubt, the professional licensing expert will have knowledge of the relevant law; this may differ country to country, so consultation with legal experts may be needed from time to time.

*What is the purpose of licencing? There are three main reasons for keeping control over licensor rights. The hard-earned reputation of the **brand needs to be protected** (elements in all agreements cover this such as quality, accuracy etc.) Licensing may bring in a much-needed **income stream** to support the organisation and its aims, and those who are licensed **are legally protected and advised** on matters not always obvious (such as the interests of Lotus Cars. This deserves a paragraph to itself, see under Models)*

At the time I started, early in the noughties, the emphasis was on models of racing cars, but this was all to change a few years later.....

Licencing update continued.....

Now, there are three clear sectors; **models** now perhaps reducing in popularity, whilst **merchandise** takes an improving share. The latest kid on the block being **driving simulation**, a specialist market growing in leaps and bounds as computers and supporting hardware cards and software become increasingly sophisticated.

Models: Looking back to my own toy collecting days, the main players were Dinky and Corgi. Interestingly, re-prints of some models are coming to market (**Corgi** and **Replicarz**). This brings about a minor clash of maker and licensor wishes; the maker wants to reproduce the model with all the errors made at the time whereas the licensor wants the models to be as accurate as is possible for the budget and targeted retail price. The licensor has to give way on such retro models or disallow the model – not much point in the latter.

As technology has changed and production methods improve, the way a model is conceived and is taken through the prototyping stage also has changed, CAD systems coming to the fore. How much can be invested depends on the planned production run and how many tasks are automated. Most large-scale, top quality models require the modeller to 3D scan the original car, many being available in the collection. Others may be scanned with the permission of the owner, most being happy to allow this gratis. An advantage stemming from the licence comes from the approval sign-off. Many mistakes are corrected during this process thereby avoiding ...

“Howlers” such as

Lotus F1 car being described as a Porsche, and

Rear wing aerofoil upside down

Decals reversed, etc



Five 1:76 Lotus from Oxford Diecast, four of them wearing the Lotus roundel and on the back of the box the words “officially licenced by Group Lotus” and one in a plain blue box—no licence, highlighting the comment Jeremy made in regard to the complexity of three brands in one car.

In the trade, **‘Partwork’** describes models put out in weekly form with a covering magazine and a few tantalizing parts enabling the model builder to assemble their model in easy well-described stages. This may take a year or longer and enable the builder to construct a valuable high detail scale model.

DeAgostini is currently involved with a 1:8 scale Team Lotus 97T in conjunction with Instituto Ayrton Senna, the launch (in spite of covid) being in Brazil earlier this year. This form of licencing brings with it a number of special factors for the licensor to consider.

It is interesting to hear of Scratch built models. 1:1 scale models are not allowed, being at risk of being passed off as the real thing. Any such builder is warned not to use the word ‘Lotus’ when describing the vehicle, and the Lotus roundel or name may not appear anywhere thereon.

Lotus Cars Licencing of some models is complicated by the **interests of third parties**. A case in point is the Lotus Cortina in race guise. These cars were raced most effectively under the Team Lotus name, but the licencing rights are split three ways, Ford, Lotus Cars and Team Lotus. The complication involved in unravelling and agreeing the rights has resulted in no license being issued for these cars by us (**Ed note—this also applies to the two Ford Thames transporters that collectors are desperate to see**).

Merchandise: ...takes many forms – perhaps **clothing**, particularly the **t-shirt** being the most widespread. Other forms include promotions; one that sticks in the mind being a Japanese **coffee promotion** where two instant coffee tinned drinks were sold together with a model on top for free. The model was a modest executive toy in the form of a formula one racer with pull and go capability. This was a success and a large quantity of free samples, stemming from the deal struck, are still available and make good gifts.....

Licencing update continued.....

Automobilist produce high-end quality images backed up by more modest posters; a lot of work for the licensor, for modest reward. However, the main purpose of the licensor is to “Celebrate the spirit of the Marque” and this area of licencing does just that.

Computer Simulation: By their very nature, it is true to say licensees are well backed up often by massive and famous organisations. They respect the rights and brands of those from whom they seek cooperation, so such approaches are often accompanied by a presentation and an offer of financial compensation. Because it is difficult for us to determine a fair distribution of profit, it is often best to agree a percentage share of income rather than take all in the form of a lump sum. A combination of both is best of all (in the form of a minimum guarantee).



Little plastic boxes containing 1:64 scale Lotus F1 racers, part of the Suntory Coffee promotion in Japan. Nice models too

Unhappily, I am not a computer whiz, so do not use this form of entertainment, but the sector continues to grow and my successor should be involved and savvy in this domain. I can see the attraction, particularly as the ‘games’ have become interactive enabling competition with e-formula seasons, some with considerable financial rewards to the successful participants. The fact formula one teams use the simulator in earnest as a training tool indicates the level of sophistication attained.

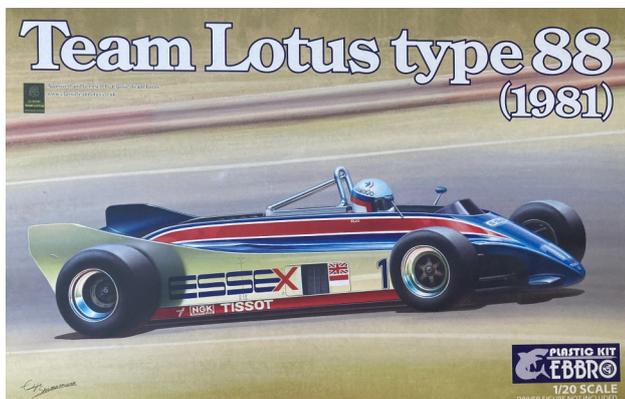
And finally

Termination; It is sad when a licensee decides to end their relationship. This happens for a variety of reasons, one being the passing of time; the agreement expires, run out date arrives and renewal offer is not taken up. The licensee stops making and selling the licensed models. However it is good to stay in touch for as long as possible. It is a rare event to legally divorce the licensee – only two in fifteen years. This is upsetting

and a waste of time. A lack of response triggers this action with careful follow up to ensure production and distribution of licenced product has ceased.

The way forward: Many potential licensees are attracted by the extraordinary part Team Lotus took in motor racing history. There is a steady stream of enquiries and applicants, each different with their own ambitions, some well versed in their trade, others being new to the requirements of licencing. Leading them through the process and obtaining the vital signature makes for interesting work.

For the last eighteen months, I have worked from home; this has only been possible with extra patient help from Clive Chapman whose dedication to all things Team Lotus is extraordinary. Thank you, Clive.



JJP 2021

Both EBBRO and SMTS products proudly wear the Classic Team Lotus approval logo

Code 3 Avenue 43 Ghia Agile Lotus XI Spyder by Hugo Kruijjer

If you care to pop back to Kit Lotus Volume 12 issue 1, you will come across the article about the Ghia Agile Lotus XI, a Lotus XI chassis exquisitely re-bodied by Ghia in Switzerland and presented at the Geneva Motor



Show. Our article depicts the very pretty Avenue 43 coupe version of the car which had a plexiglass top and gull wing doors rather than the spyder version presented at Geneva. The story goes that the chassis (#237) was delivered too late for Ghia to produce the coupe for the show, but with the coach builders just managing to create the spyder in time.



German model producers Avenue 43, and offshoot of the Accult range, released the 1:43 model in coupe form but so far, no spyder, that is until now.



There are lots of times where Lotus model collectors, unable to purchase that particular model which would improve their collections, have to resort to making it for themselves. Kit Lotus readers will be no

strangers to the excellent work of Hugo Kruijjer (Team Elite Transporter for example). Hugo decided to take one of the excellent Avenue 43 Ghia Agile Lotus Xis and create his own spyder. His careful attention to detail has created a beautiful replica which he shares with us here.



Studio 27 v Ebbro 1:20 Scale Lotus 91 by Carel van Kuijk



In anyone's language, here are two 1:20 scale Lotus 91s, from two manufacturers, both beautifully built and presented by Carel van Kuijk. Both manufacturers are well respected in their own right as producers of accurately detailed scale models and this case from Studio 27 in multi-media resin, white metal and aluminium on the left of the picture and on the right, from Ebbro in plastic injection mouldings.

I recently saw Carel's models online and asked him, as someone who has built both, to comment on how that went and what his preference might be.

"Lotus 91 Austria GP 1982, Studio27, kitnr. 85, 1/20
Lotus 91 British GP 1982, Ebbro, kitnr. 20012, 1/20

The Japanese kit manufacturer Studio27 released in 2000 a multimedia kit of the Lotus 91 in scale 1/20. The kit consists of resin (for the bodyparts), white metal, photo-etch, aluminium for the wheels and tyres. A total of some 70 parts to build this winner of the Austrian Grand Prix in 1982 with Elio de Angelis. Some ten years ago I start building with the body and add the decals for Elio's car. Then I stopped to start another kit: a very bad habit, but it has something to do with the fact that I am not a big fan of resin or white metal kits. Parts are not as smooth as plastic kits and often very brief building instructions etc. So when some years ago plastic kit manufacturer Ebbro - also from Japan - released the 91 from the British Grand Prix I build this one and finished it right away!

Back to the Studio27 version: it's a curbside model, so no engine and very basic suspension and discbrakes. The lower suspension arms on the front should be more located to the nose (see the picture from both models). The rear wing seems a little bit too big. The decals (including JPS) are from a good quality to make both versions of Elio and Nigel Mansell. The wheels from turned aluminium are fine



Lotus 91 compared Studio 27 v EBBRO continued.....

In 2018 Ebbro released their 91 and as we are used to from them, it was a fully detailed plastic kit with removable cockpit and engine cover. Ebbro is always very accurate and produced a very authentic model. The kit consists of some 200 parts. In this case it is the version of the British Grand Prix: so no JPS decals included. I used an aftermarket set of Tabu to make the Austrian version from Elio. Perhaps the decals are a little bit too yellow compared to the ones from Studio27. I realise that the wing is not 100% correct: in Austria the wing consisted of two parts and probably it was one part for the British version.



In Austria there was also a little air-intake on the engine cover near the exhausts according to Studio27 and Tameo's model in 1/43. So I scratchbuild that one on my Ebbro kit. It is a little bit unclear how many times this air-intake was used, because on most pictures of the 91 it's not there. Of course there are no aluminium wheels in this kit, but when you spray the chrome parts with, for example, Tamiya's matt clear, it looks much better. Ebbro's 91 is a little bit wider (body and track width) than Studio27. Also the tyres are a little bit wider and have wonderful, already printed tyre names. But in this case I fully trust Mr. Kiya; Ebbro's boss. I guess he had more opportunity to measure the dimensions than Studio27.

Machined aluminium wheels (left) will always look crisper than injection moulded plastic. Ebbro printed tyres (right) are a stand out feature of their kits although Carel has made a fine job of applying the decals to the Studio 27 tyres (left)



Taken in isolation, it would be hard to separate the two models. The Ebbro (right) shows a slightly wider stance with marginally bigger rear tyres. The Studio 27 (left) wears the more accurate 'biscuit' coloured livery which the JPS people perfected to show up on photographs and tv images better than the earlier gold (I can't imagine seeing a 91 with that shade of yellow in any JPS line up. ED.)



Lotus 91 compared Studio 27 v Ebbro continued



The Ebbro fully detailed version with the top cover removed gives a brilliant study of the 91's Cosworth DFV engine complete with its plumbing, wiring and controls in place. A feature not available with the curbside Studio 27 version but then again, the Studio pre-dates the Ebbro by some margin and was the only 91 available at the time.

In Conclusion

The overall look of the 91 is good for both kits with some differences as mentioned before, but if you had the choice and want a model with engine and monocoque, you should go for the Ebbro (a lot cheaper too). But I know enough builders who want more 'weight' for their model, so it's up to you. After I finished Elio's car from Ebbro I changed the starting numbers and driver's name to Nigel's car on my Studio27 model.

CvK



So, you the modeller must choose, curbside Studio 27 (left) or fully detailed Ebbro (right). However, the Studio 27 version is probably more scarce now. Either way they both look brilliant.

NOTE: If any one is looking for either, I have both in my collection which I am downsizing all of my 1:20 models, email me if you are interested kitlotusmail@virginmedia.com

Tecnomodel Lotus 21

A quartet of superbly detailed resincast Lotus 21s have been announced by Tecnomodel for 2022 with pre-ordering available now.

The Lotus 21 provided Team Lotus with its first ever win at World Championship level with Innes Ireland victorious in the 1961 United States Grand Prix at Watkins Glen, which was also the only GP win for the car and Irelands car #15 is one of the four offered by Tecnomodel. Some commentators believed it was the Lotus 21 which caused Colin Chapman to dispense with Ireland's services despite his US success. Earlier, Innes had, apparently acting on his own initiative without Chapman's knowledge, offered his Lotus 21 to Stirling Moss at the Italian Grand Prix to give Moss #28, a better chance of securing what would have been his only world title, because the latest Climax V8 which Moss was using in the back of his 18/21 was lacking in development and had overheating issues.



Sporting its unique blue/green livery, the ex-Innes Ireland switched to Stirling Moss Lotus 21 of the 1961 Italian Grand Prix

Photo courtesy of Tecnomodel



By 1962, the Lotus 21s had finally obtained V8 Climax power as shown by the reworked rear end of Jo Siffert's Lotus 21 for the Belgian Grand Prix of that year. Jo was placed 10th in the race .

Photo courtesy of Tecnomodel

Tecnomodel has chosen to replicate the Moss car in the unique blue/green colour scheme (there is no accounting for taste) with the hastily prepared switch to the Rob Walker team left little time to finish the car entirely in Walker's familiar colours as the Moss entry was his Lotus 18/21 and so the top body section which Innes would then need would also be different to the Lotus 21. Apparently and according to Cedric Zelzer, Jim Clark's mechanic at Team Lotus , a quick overnight respray with the Lotus 21 top section left only the top body section resplendent in blue with its white stripe for Moss to race in the #28 car. Innes used an 18/21 top section loaned from the UDT team and also given the paint treatment. The race was famous, or infamous, for other reasons and gave Phil Hill his world championship.

The two other 21s in the series are the Jim Clark (inevitably) mount #8, depicting his third place in the 1961 French Grand Prix and the Joe Siffert mount in red #22, his privately entered Lotus 21 from the 1962 Belgian Grand Prix where he finished 10th overall out of the twelve finishers.

The Lotus 21 was designed to take the anticipated Coventry Climax V8 engine, however Chapman, knowing his relationship at that time with Climax's Leonard Lee was at an all-time low knew he would be at the back of the queue and proceeded to make the most of the current four cylinder FPF albeit mated to a ZF gearbox built exclusively for Chapman by ZF ready to take the V8 when it arrived. The Lotus 21 was considered the ultimate four cylinder formula one car.

www.kitlotus.org

Tecnomodel Lotus 21 continued.....

Although a significant model in Lotus history terms, few model makers have taken up much thought of producing scale replicas. Slot car racing was until just a handful of years ago, the most prolific area with both Scalextric and Airfix issuing the model in various colours. Dinky inevitably had a racing car in its range from 1963 which looks like the 21 but is just marked "Lotus Racing Car" and was marketed in their catalogue as #241. The driver figure had either a green, red or white helmet. Specialist kit makers in 1:43 scale followed and included John Day Models and Scale Model Technical Services (SMTS). The SMTS Lotus 21 is particularly nice and more recently Spark has given us several Lotus 21 options also in 1:43 scale.

In the larger and increasingly more popular scale of 1:18 for ready built models, it is difficult to find any more superlatives for the 1:18 scale Lotus models produced by Italian maker Tecnomodel, just that you can expect the best from these resincast beauties.

It is by now easy to see that the Lotus 21 was indeed a significant Lotus, finally setting the scene for the team becoming winners in their own right for the next two and a half decades. That model makers have finally done it justice in both the traditional 1:43 scale and the increasingly popular 1:18 scale for ready built resincast collectors even if the regularity of model release means you will need a thriving pocket book. Expect to pay around £250 plus for your Lotus 21 and pre-order now. Talk to Mark at Grand Prix models or other online vendors.



Dinky Lotus 21



Scalextric Lotus 21



Innes Ireland, the Scotsman born in England with Ireland for a name and lived in Wales, last hurrah in a works Lotus. Winner of the 1961 US Grand Prix, Watkins Glen

Photo courtesy of Tecnomodel



Jim Clark 1961 French Grand Prix

Photo courtesy of Tecnomodel

New figures from the Automodello stable

I had an email from Jim Cowen, CEO of Automodello in which he confirmed that the exciting 1:8 scale Lotus 74 Europa Special project (Kit Lotus Volume 11 issue 6) has finally been cancelled which is a great shame. A pre-pandemic project which has inevitably become a victim of the current market conditions and as Jim said, you can't run a business purely on a passion for one subject. However, Jim also included a press release for another exciting project to complement our 1:18 and 1:12 collection:

Something a little different from the usual batch of new release model Lotus cars is a range of racing driver figures to compliment some of the popular scales of model cars. The first release is 1:18 scale Ronnie Peterson. Known as the "SuperSwede," Ronnie raced for Lotus, March, and Tyrrell. He raced with Mario Andretti during Mario's championship winning 1978 season before tragically losing his life after an accident at Monza. Joining Ronnie later this year will be Jim Clark in 1:12 scale. Jim will be compatible for display with the Automodello's 1:12 scale 1967 Lotus 49's. Moments in Motorsports plans to release Formula One memorabilia in 1:18 and 1:12 scales that are hand-made by sculptor Juan Torres and hand painted by artist Chris Janke.



Artist Chris Janke has captured the patches on Ronnie's brilliantly to follow the folds in his overalls

Created by History in Miniature® and sold through Automodello® starting at \$99.99 for 1:18 scale and \$129.99 for 1:12 scale. More information and to pre-order visit www.automodello.com



For those keen on LEGO as well as Lotus, the Speed Champions range has a release list for March 2022 which contains the LOTUS EVIJA. Listed as set number 76907 will contain about 270 pieces and should retail between £20 -£25.

The Speed Champions range was announced back in 2015 and has been the victim of rumours about being discontinued. However, the March list contains Ferrari, Lamborghini and Aston Martin so the signs are a healthy list for 2022. Head for the toy shops.

A note from South Africa—Mike Serrurier

Having met Mike and his unique resin early Lotus models in 2008, I have been speaking regularly with him on Skype in Durban South Africa every couple of weeks since the early days of Kit Lotus. Mike has been to visit us in the UK twice, where we shared happy memories of Kit Lotus road trips on a well trodden path to Hertfordshire and then to Norfolk via Duxford in 2016 and 2018. I'm sure Mike won't mind me saying that he has had a rough time this last couple of years. Before the pandemic he suffered from prostate cancer and just about finished his chemo treatment, getting the all clear as the pandemic hit and lockdown arrived. We think ourselves hard done by in the UK but spare Mike a thought, part of President Ramaphosa's strategy was to close all liquor stores for the duration!!! Mike survived that episode but is now battling with bone cancer and although the prognosis is positive he is bang in the middle of another session of fortnightly chemo, but recently he felt better enough to share a few thoughts with us. I'm sure you will like me to wish him well and a speedy recovery.

"Having been a Lotus fan all my life, some of you might remember I originally lived up in the old Transvaal close to Kyalami, Grand Central was the other track and Doug Serrurier was my uncle who built all the LDS cars, small world because Classic Team Lotus look after one of them for a driver in Historic races. I was very fortunate that both my visits to UK on 2016 and 2018, Clive Chapman allowed me to view the car during private visits to Hethel. It was during the 2016 visit where I met Bob Dance and many other of the CTL Team. What a wonderful place that is for Lotus enthusiasts.

It was in 2008 when I happened to come across a publication called Kit Lotus written by John Thornhill, which has a major following of Lotus fans throughout the world including LOTUS themselves.



Taking a well earned tea break from enjoying ourselves at CTL 2018. Mike (second left), Peter (left), Simon (centre), me (right)



Malcolm Ricketts Racing open day 2016

The scale models of

Lotus are made by so many manufactures, and this is where Kit Lotus have made a name for themselves, John himself has made up some beautiful 1/8 scale models, Pete Pedroza has also made a number of outstanding models in 1/8, absolute works of art, and Simon Parsons builds 1/20 kits to a super standard, and then of course I did the MKs 1 to 23 in 1/43 scale out of resin.

Kit Lotus have been invited to a number of events in the UK, my favourite being Malcolm Ricketts Racing in Hertfordshire which is held annually, a barbeque and beer is the order of the day, and enthusiasts come in their real cars, such a nice crowd of people and a pleasant day out, well worth the visit which I can say from experience having been to Malcolm's twice. I treasure the memories of both trips and to being involved with Kit Lotus, meeting lots of fellow Lotus enthusiasts as well as ex-pat Springboks such as Cedric Selzer

To date I have kept all of Kit Lotus E mags from the first month up to the very latest, I have them in print, from scale models to the real car there is so much to learn, it would be of interest to know how many guys who own the real car/s have models of Lotus. I know that there used to be a 'meet the collector' slot in the magazine and it would be great to see that return so cmon guys lets see what you have got it would certainly be very interesting, let Lotus live forever."

Mike Serrurier Durban RSA October 2021

Lotus model news and other stuff

Tecnomodel also make 1:43 scale models and these Lotus 40's are a superb addition to their range and of course to your collection. Great detail as would be expected. As usual with Tecnomodel, four in the range the press car, two Jim Clark versions Riverside and UK plus the A J Foyt car.



I'm making steady progress on the pair of MKIIIB models in 1:43 scale using a couple of Mike Serrurier bodies with modifications and mating with a brace of South Eastern Finecast Austin Seven Tourer chassis. I ran out of rod eyes for the front suspension but thanks to Rob Bentley and his RB Motion series of ultra machined parts, stock arrived from the USA very promptly. They are very tiny so to make the order up I bought a set of 1:12 suspension links to squirrel away for yet another Lotus 49 project.

Peter Stevenson is completing this US MKIX from the Midlantic Models label in 1:43 scale and making a super job, just the dreaded vac form to complete. Peter had the conundrum of the body colour which eventually between us we pinned down to Fiat Cool Mint as the closest we could find. I got the paint mixed and did the spray work for him so if anyone else is building one, I have some spare paint left over. Give me a shout.

JT



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