



KIT LOTUS

Volume 9 Issue 2 April 2016



Kit Lotus on tour - our display at Race Retro 2016, stand by for visitors!

In this issue

- Editorial
- Race Retro 2016 show report
- 1: 12 MFH Lotus 77 and Lotus 79
- 1:20 MFH Lotus 77
- 1:8 Scratch built Lotus Eleven rolling chassis
- Project 1818
- Lotus model news



Almost definitely nearly finished— 1:20 MFH Lotus 77

Kit Lotus editorial - "the worlds only magazine dedicated solely to scale model Lotus"

Those eight weeks between issues soon come around and so once again I would like to welcome you to Kit Lotus and Volume 9 Issue 2.

The show report from Race Retro takes centre stage and describes the four days of Kit Lotus on the road as the biggest event and largest display to date. None of it could happen however, without the big contribution in terms of models for display, help setting up, managing the display and of course supporting all those meetings in the bar between display days that Peter and Simon put in. The three of us, from different ends of the country had never met before Kit Lotus and it is they who help inspire its progress together with its enthusiastic readers. It was a pleasure to meet you, those who came to Race Retro, I hope none were disappointed.

The enthusiasm of our visitors never fails to amaze me with many conversations about the models ending in congratulatory comments and handshakes. The show is also a huge reference set for us modellers, why else would someone stand taking photographs of Hewland gearboxes whilst the exhibitor exhudes puzzled looks? Why else would a wheel manufacturer become suspicious when Pedroza & Co rock up to his stand and start measuring his spokes with a micrometer? It has to be a modeller. A great show, lets hope it carries on.

A couple of bi-products from the show are the updates on Pete's Lotus Eleven rolling chassis, yet another scratch built masterpiece, and, my first attempt at semi-scratch building with my RAE 1:8 scale Stirling Moss Lotus 18. More Later.

Ossie reader Chris Doube features once again with his amazing 1:12 scale models. Model Factory Hiro being his chosen subjects with a Peterson 79 and a Nilsson 77 his latest. Glutton for punishment a 1:12 Lotus 98T is his next subject. Pity they are just pictures as inevitably the real thing would be even more amazing.

Kit Lotus isn't just about Kits, diecast models feature large in many readers aspirations. There is one particular model that is since discontinued and when one pops on to the market, can fetch some silly money. I'm referring to the Carousel Lotus 38 Jim Clark 1965 Indianapolis Winner in 1:18 scale. I am lucky enough to own one and this is often the subject of conversation in my regular Skype chats with Mike Serrurier down there in Durban RSA.

He and I have been keeping a look out for his collection and often I have remarked that somewhere out there is a JC Lotus 38 with Mike's name on. Sure enough one came up on ebay a couple of weeks ago, due to finish at an odd time midweek. Always a promising time for the keen buyer, not a weekend when most people are watching. Anyway, to cut the story, the time was right, the money was right and my maximum bid at 10 seconds to go secured the deal. Mike is now the proud owner of a Carousel JC Lotus 38, he now only has to jump on a plane and fly 6000 miles to pick it up from me!! Just shows the length some Lotuseers go to claim their prize.

Just a word about subscriptions. I will be checking the renewals soon and as you all know, subscription time is a very lax affair and in any case is only a token gesture. Most run over way past the renewal date so when I call please give generously, you may just be contributing to the electric lighting and power fees for next year's Race Retro. There will be a complete review of subscription fees when I get to the 10th birthday to which current readers will be pleasantly surprised.

Coming up, another trip to CTL on 25th May, it would be good to see other readers there so check out the CTL website and book your place. Best wishes JT



Remember this? All is revealed on the last page.

Race Retro 2016

Race Retro has been a regular February destination of mine for many years but three times since 2013 it has been a must visit venue for followers of Kit Lotus because the celebration of 50 years since Lotus and Jim Clark's first world championship became the cue for Kit Lotus to start its exhibiting association with the show. 2016 was no exception but with a difference. Firstly, it is nice to be asked back to stage an exhibition of our model Lotus cars but secondly, we were given much more space. We were extremely grateful for the 3 metre by 3 metre booth in the show's premier Hall 2 provided by Organisers Live Promotions in 2013 and 2015, but they got very crowded very quickly and many visitors, unable to see, would just walk by. So I suggested, hopefully, more people would see our creations if the space was longer and thinner. Pete Short, who looks after the exhibitors for Live Promotions answered the call and gave us 6 metres by 3 metres enabling a much more free flowing display to be staged and, judging by the number of visitors it was a big success. Possibly our best display yet with no fewer than 97 different Lotus models on display and only 3 of which were die cast.



This is how it was for most of the weekend

The themes this year included guest visitor Damon Hill and four Williams F1 cars celebrating the 20 years since Hill's very popular 1996 World Championship. Also featured were cars driven by rally driver Henri Toivonen in his career tragically cut short 30 years ago in 1986. So not much Lotus involvement this time apart from us, only Kelvedon Lotus Spares had a presence under the Lotus banner (This isn't a criticism by the way, the main feature of the show can't always feature Lotus).

The Historic 1000cc Formula 3 club had two nice Lotus cars on display, the Lotus 59 driven by Emerson Fittipaldi for Jim Russell and the ex- Derek Bell Lotus 41. An ex Martin Donnelly Lotus 102 was for sale by Cheshire Classics on a 'price on application' basis which must have been staggeringly high if the £175000 price tag for an ex -works rally Ford Escort RS1600 from 1973 and probably re-shelled more than once is anything to go by. Cheshire Classics are to be congratulated, more on that later. Two Lotus Cortinas, an Elan S2 racer a couple of Lotus Sunbeams and a very pretty silver road going Elite made up the rest of the Lotus 'real car' contingent. However, motorsport and historic stuff in general is very big just now so hurrah for the eclectic mix of motorsport themes taking place throughout the show,

The show is over three days starting Friday and ending Sunday but for us the fun starts much earlier booking the accommodation and building displays for example many weeks in advance. Such is the expanding girth of the Kit Lotus display, we have to arrive the day before to set the thing up requiring around four hours work and that is without putting the models themselves out on the display.



Race Retro continued

Readers would have seen my 'road test' on IKEA's Detolft glass display cabinets (Kit Lotus Volume 6 Issue 2) some 400mm square and around 1500mm tall, these glass displays are on many stands including up until recently, Kit Lotus as well. For us they have to be assembled on site then taken down and re-packed again afterwards due to a lack of space and the need for them to go in the back of the Volvo. They are getting a little heavy as the age of Kit Lotus 'staff' rolls on so I decided to come up with something much lighter. Still flat pack but reliant on wing nuts and terry clips rather than fancy Swedish fasteners. I set to and produced a space frame cabinet with stressed panels which I'm sure Colin would have approved of due to its light construction, rigidity when assembled and all components serving a dual function. The principal is to clip acrylic panels to four uprights making assembly/dismantling a simple quick process. The old adage pride before a fall definitely caught me out as I stood back in my workshop to admire the prototype structure with all its four sides of clipped on panels fitted. It was as I envisaged, light and rigid and I was doing the smug bit. It was only after I packed it away and settled down for the evening with a well-earned glass of Scottish wine that I ran over the days events in my mind and realized a major flaw in my super-hip detailed by design cabinet thingy, How do I get the models in and out without a door? My plan was to unclip a panel, insert models and then clip the panel back on to the frame – simples? No such joy, a schoolboy error. The clips holding the panels in place were doing their job and doing just that, holding things in place but in too rigid a way to risk taking a panel off whilst models are in situ because the whole thing would have to be braced before and during any such operation. An easy to remove and replace panel on one side of the cabinet was needed. By placing a screw from the inside, it would provide a location from the inside of the upright allowing the panel to be hung and then retained by nice stainless steel domed nuts fixed from the outside, so this is what I did. All was good to go and I am very proud of the display we achieved.

Friday is the day when the trade carries out what business they need for their motorsport purposes and Friday is the day we generally have well known visitors to our stand. This year was no exception and we entertained Bob Dance and Richard Parramint early on in the proceedings when they stayed for a while to look at our display.

I think the plan was for Bob to distract us whilst Richard decided which of the models he needed but they were rumbled early in the conversation.

Nick Fennell dropped in to see us and spent quite a while chatting all things Lotus including suggesting a Japanese translation for part of the Kit Lotus website and magazine. I hope he has tipped off his Japanese wife that she has a task coming her way! Malcolm Ricketts was the second signature in the Kit Lotus Guest Book - which is the programme from the 2010 Lotus Festival at Snetterton by the way - and we shared notes about Malcolm's famous charity garden parties which we had the privilege of attending a couple of years ago. Author Michael Oliver spent some time with us as did Kevin Whittle editor of Historic Lotus Magazine and Alan Morgan, Secretary of Club Lotus as well as many other Lotus owners and enthusiasts over the weekend. One thing that really made the weekend was meeting up with readers from all four corners of the country, all with just one thing in common, Lotus, and model Lotus a big part of that. It is nice to hear how the modelling hobby affects them and how much they look forward to the magazine, inspiration in itself for me to keep writing and you to keep sending your news, views, photographs and articles.

With everything, there is always the odd down side and fortunately it isn't really a down side for us. The number of people who enquire how much the models are to buy? only to look vacantly into space when told nothing is for sale, doesn't always go down too well. Nor does trying to explain the tribal instincts that prevent them from seeing any Brabhams, Tyrrells or even red cars from Italy on our stand despite a ten foot backdrop that says Lotus. Unfortunately Pete has a deadly secret ???



Cheshire Classics Lotus 102, for sale, any enquiries?

Lotus Eleven Chassis and the drawing board

Pete's secret is one we can forgive because if it wasn't for Andy, Pete's Ferrari fanatic Son, Kit Lotus would not enjoy raspberry pies and a 24 hour rolling televisual display on our stand. Forgive the raspberry pie reference but I am reliably informed it is the technical terms for the gizmo containing the Kit Lotus display media that plugs into the back of the display monitor. Now, Pete's deadly secret? He slips away at regular intervals to the model vendors armed with a suruptitious list of Ferrari diecast needs for Andy and then he slips back hiding a bag thinking no one has spotted it!!

I said earlier that Cheshire Classics are to be congratulated. This is because despite their cars having telephone number price tags, they never prevent anyone from getting right up close to examine the cars or to take as many pictures as you like. CC are a regular supporter of Race Retro, last year they had a stunning Lotus 23b on display but this year the 102 took centre stage. Bias obviously plays some part here but cast your minds back to 2013 and the CTL stand. It was magnificent with a brace of Jim Clark F1 cars, his Lotus Cortina and his personal Elan all on the big stand where the transporter forms the imposing backdrop. CTL took up the central feature display without a barrier in site. Fast forward to 2016 and the same display area contains four Williams F1 cars driven by Damon Hill wrapped in barriers and then double wrapped with retractable barriers. Not good but I imagine this was the will of the Williams Team whose heritage the show celebrated yet nothing suggested Williams were supporting visitors to the show. These visitors tend to be of a mature age group who are hardly likely to stand on the car, sit in the car, maul it, take pieces off it or generally abuse it. Instead they respect exhibits at the show making barriers of this magnitude unnecessary in my opinion. Trying to get good pictures is nigh on impossible.



Picture spoiling barriers

The same could be said of the Jordan F1 car also on display on a side stand and curiously billed as a legend. It is probably that legend rating which determines that a barrier is required. Not necessary, let the paying public get close. We never stop our public getting right up to our models, we just politely request they aren't handled. At night when the show is closed, we just throw a sheet over them confident they will still be there next day, undamaged, just like the Williams and the Jordan. Back to the legendary Jordan and it once scored a couple of world championship points. Surely on this basis, all of Colin Chapman's "failures" were runaway successes and if nearly won counts for legendary status, our cup runneth over.



How to display an iconic race car with an illustrious past CTL style

One thing that is apparent is the ever closer move, as Goodwood did, toward period costume at this show, after all it is Race Retro and so more and more people are seen in the most outrageous get ups. Even the Show Guide sellers now have brown warehouse type smocks with a flat cap. Flat caps, the baggier the better, stripey neck scarves and mandatory messenger style bags seem to be the older blokes fashion norm at the moment. That and the rejection of Gillette as a daily concept, throw in odd shoes – I have another pair just like this at home - and add shorts and you have middle aged fashionistas who think they look super cool but in reality are just taking the art of looking gormless to a higher level. They must have either no friends or no mirrors in their houses, but hey! Who am I to talk? It just adds to the flavour of the event I suppose. No comments please, this is all a bit of fun!!

Continued.....

Race Retro 2016—continued

On the question of age, there is no doubt who the target audience of this show is and the tender ages of Kit Lotus 'staff' blend neatly into this demographic, maybe not in how deep the pockets are but in subject knowledge they rank well up with them. Which leads me on to the regular pointing out sessions by our audience. One such regular pointed out fact is that Jim Clark never drove a Gold Leaf Lotus 49, referring to the 1:12 red and white 49 on the display resplendent with J Clark on its flanks. The indignancy of it all, how can we get such a thing wrong? We always take great pleasure in referring to Jim's 1968 Tasman Championship Title and the onset of Gold Leaf advertising starting whilst the team was down under.



Books, models, art, memorabilia all form part of the tradition of many shows like this one with a wide variety of some stunning art on offer. As for books several specialists were there which leads me to another conundrum and forgive me for any cynicism here. Dennis E Ortenburger's book about the Lotus 11 is very much a wish list item. Now out of print the book is much sought after and with rarity status even more so since Dennis is sadly no longer with us. I counted seeing six copies for sale at five different vendors ranging from £120 to £190 . How can a book valued much less than this first time around become so rare if so many are still readily available or is it a deliberate thing making it rare by price even though they are on the shelves of the book vendors and not on the shelves of Lotus enthusiasts?



Our display like always had some debutants this time. Simon Parsons brought his stunning Ebbro 49 complementing his array of 1:43 Lotus and of late a growing bank of equally stunning 1:20s. Peter had his wonderful scratch built collection on display once more including two of his latest projects. One being his super 1:8 scale Lotus X1 rolling chassis complete with an immaculate De Dion rear end and its Exide battery with top up screws each individually knurled. The chassis drew lots of attention over the weekend as did his array of 1:12 Figures (see separate page) and his Lotus Olympic bicycle. My recent MFH Lotus 77 and the Sinclair C5 paddock toy were my debut items together with my recently obtained 1:8 Lotus 18 Kit. We used the show to give the 18 a big dose of looking at to determine the list of parts to be replaced by machined items. I am hoping the 18 will be ready for next year and I will keep the progress running in Kit Lotus (see separate article). You will notice a group of miniature men in the top of the display cabinet – more later.

All in all, yet another great show, thank you to everyone who visited and a special thanks to Pete Short of Live Promotions who made it happen for us. Now, back to some serious modelling, it is only twelve months to the next Race Retro.



Meet the Kit Lotus visitors book see the Official Programme from the famous 2010 Classic Team Lotus Festival .

I ask visitors to our display who have at some point been directly involved with the Lotus Formula One Cars to sign their name closest to the car most relevant to them.

There are some big names sadly some no longer with us but it is creating a great memory.

Project 1818 – that stands for 1:8 scale Lotus 18

I have mentioned the RAE Models 1:8 scale before, when I featured it in Vol 8 Issue 4 when Lothar Hermstaedt from Germany sent me some pictures of his unmade kit. I instantly fell in love with this and I hope Lothar will not mind me recounting this, but, he hinted that the chances of him building the kit, like the good intentions of many Lotus modellers – none so more than I – were pretty remote. Half hoping, I suggested he might like to sell it to me and after some correspondence he agreed and I made him an offer.

This took place over a few weeks but once I had made him an offer things went very quiet for a couple of months. I was worried that my offer was too low and that I may have offended him in some way as my emails to him remained silent. Then I got the idea that he may not be ok and that I shouldn't be pestering him for a sale. My concern from not hearing from him having got used to fairly regular correspondence grew, I hoped he was ok.

It is a fact that the network of worldwide Lotus modellers is quite small and that the key players with big collections know each other or are acquainted with each other. And so I turned to this network to see if anyone had heard from Lothar and that he was OK. Have you heard from Lothar? was my question as far afield as the USA and Finland and I found it quite remarkable that Kit Lotus readers were offering to help using their wider network of other modellers to see if anyone knew that Lothar was indeed OK. Finally I tried emailing Lothar again and at last I got a reply. All was well, the delay had come about because he had moved house, moved city in fact, hence the big gap in correspondence. Once settled in his new home, Lothar agreed the sale.

Lothar had no idea all this was going on, or of the concern for him, the last thing anyone wants is unwanted emails intruding whilst things may not be 100%, but I hope he will forgive me telling this tale. When we did agree the sale I promised to build the car and to keep him updated. So here we go, you are also



invited.

To the kit – The kit is a 1:8 scale curbside model with fixed engine cover and no engine detail, in fact some have commented that it appears to be a scaled up version of the SMTS 1:43 Lotus 18 but whilst it has similarities, I'm sure it isn't. In the chassis department, the kit is quite crude. It is supposed to have body panels covering everything any way so why worry? Well, my choice of model is the 1961 Lotus 18 driven to victory at Monaco by Stirling Moss. A true icon in motor racing folklore enhanced by Stirling's giant killing drive and that he ran the car with the side panels removed. This is where the crude chassis worries me.

One of the choices behind picking the Moss 61 option is that I intend to put the finished car on display with the rest of the Kit Lotus exhibits when we go on the road. Having a Rob Walker car will balance the display but the discerning public will want to see something a bit special and the design of both car and the kit lends itself to some detailed scratch building. It will still remain a curbside but with the side panels removed, much more interesting chassis and cockpit detail will be on view. I mentioned in the Race Retro report that another emergency general meeting of kit Lotus was convened on our stand at the show to give the kit a real dose of looking at. Peter, Simon and I got our heads together to determine which bits of the original kit could be better detailed and where might extra detail be worthwhile. The list of parts to replace includes: Wheels, brake discs, inlet trumpets, instruments and wheel centres. Add that to changing the entire front chassis section, the plumbing and the dash frame and I have a sizeable project on my hands.



Resin dash frame replaced with aluminium frame and separate dash panel covered in red textured vinyl and with aluminium machined instruments.

Project 1818 continued

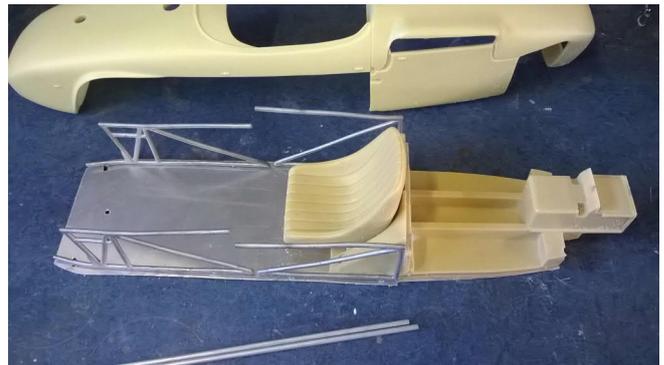
Like Lotus in the early days, I don't have machining facilities so all the turning has been farmed out to Pedroza Technologies Inc. where Peter has been creating swarf for several days and out of which, a very nice set of aluminium rims, brake discs, instruments and inlet trumpets was the result.



The quality of the body moulding and the vac form windshield is superb, for such a large piece of resin the body is virtually flaw free and will need little work to prepare it. It really is a tribute to whoever made the pattern and the mould. To get something this big and so fault free is pure genius.

As a curbside model, quite a few of the parts have surface mouldings that would, on a full detail kit, be individual parts. The wheel centres and the body are no exception. On the surface of the body are several moulded in, dzus fasteners. On the wobbly web wheel centres, the wheel nuts and centres are also moulded in. Nice casting but when finished, those bits will always look like painted bits and not parts that are separate and thus they will appear less realistic. To cope with this I have cut away all the wheel nuts from the cast wheels to replace them with 12BA screws and nuts and there is a set of air valves ready to finish off the job. On the body, all moulded in dzus fasteners are to be removed and replaced with aftermarket stainless steel ones.

Up to now as well as having the machined parts completed, the new chassis floor is now cut and drilled, the replacement dash hoop has been roughed out so I'm not far away from setting the chassis frames. The resin chassis in the kit had a nasty twist and also has the coolant and oil cooling pipes moulded in to the chassis floor so this had to go. Here again, if this was left, it will look like just a painted part of another component and so aluminium rod will replace the moulding on the new aluminium chassis.



There are many very well cast white metal suspension parts in the kit which will all be used with perhaps the spring/damper units which again are obviously cast with the springs. New springs have already found their way into the box, just the dampers to modify. Wish me luck!!

JT



A Tale of Two Hiros and one fool - by Chris Doube

Having already built a 1/12 Hiro Lotus 77 and 79 you would think I should know better than build another two, but having acquired the kits I thought I could build two versions as different as possible.

The 79 I had previously built was the Martini version driven by Andretti, so a JPS version driven by Peterson was the logical variant.

The 77 was more difficult as Hiro only market the 77 as Andretti's 76 Japan winner, this was where I thought I could create something truly unique, a Gunnar Nilsson version with as many points of difference as possible.

I had also built a Tamiya 78 for Andretti with upgrade Tabu Design decals so I had the No 6s and Nilsson logos, although they are slightly lighter in colour and a "pooftenth" bigger (Australian for very small measurement) they made the project possible.

The 77 requires a donor Tamiya 78 kit which also gave me the first change, slick tyres instead of wets and the wets could be used for Ronnie's 79 which was going to be the wet-dry Austrian GP version,



The larger front brake callipers on the earlier car meant the front wheel rims required some filing to make them fit and the rear suspension was out of alignment but due to different radiators and ducting the side pods fitted without the dramas of the Martini version. The body cowling and engine cover still fit poorly despite removing as much material from the underside as I dared.

Swedes last win .

I decided to do the 77 as driven by Nilsson in the German GP where he finished fifth, which meant no J.P.S. advertising, making the car look different again. That was also the first race where new designer Tony Southgate incorporated the nose mounted oil cooler previously used on his Shadow cars, which the model has.

The Build

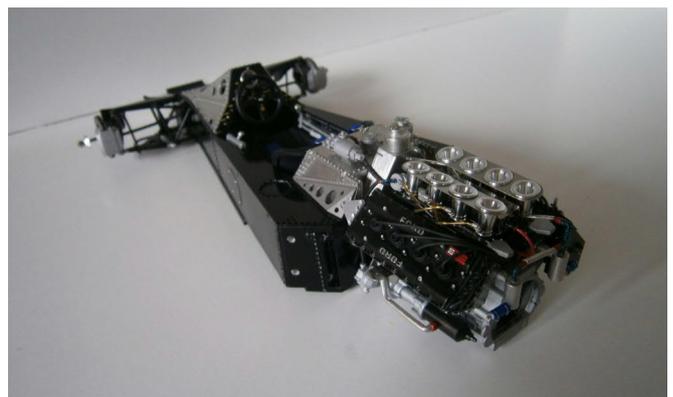
For the first three months I worked on the two cars concurrently, the 77 is a bit easier as it only has 550 rivets in the monocoque instead of the 1100 for the 79, and the rear end is mostly Tamiya which is much less intricate. So I decided to complete it first.

The main problem I had with this 77 was the alignment of the engine mountings, which required some elongation of the mounting holes in the chassis.

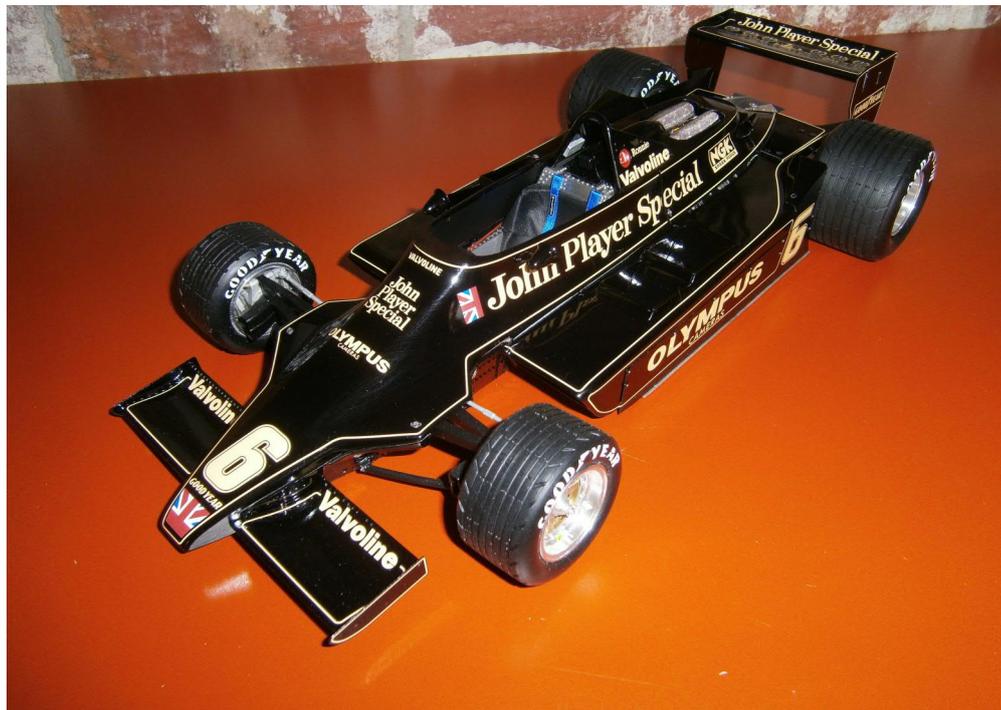
I also learned from the first build that the instructions for the modification Hiro have done to the rear radius rods is incorrect, as they tell you to cut off both ends of the mounting brackets, in fact only one end needs to cut or the rod is too short.

I also used the Tamiya method of wheel attachment rather than Hiro's so the wheels can be removed, as well as some other minor technical modifications, and I am very happy with the finished product.

The 79 has also turned out very well but I encountered some quite different problems with it compared with the first build.



A tale of two Hiros and one fool—continued



In researching these two models I found a mint condition copy of book titled "The Viking Drivers" by Frederick Petersens, published in 1979 not long after their deaths. It was a nice tribute to both Ronnie Peterson and Gunnar Nilsson.

Ronnie in particular was always a hero of mine, I think he was one of the greatest drivers ever in Formula 1 and only some really poor career decisions robbed him of the ultimate success he deserved.

Gunnar Nilsson also had tremendous potential, in his two seasons with Lotus he scored a Grand Prix win, 3

third places a fourth, 3 fifths and a sixth, who knows what he might have achieved had he not been struck down by cancer, although his proposed move to Arrows may not have been a good one.

So this tale of two Hiros also became a tale of two heroes. As for the fool, he is now working on a Hiro 1/12 Lotus 98T.

Chris Doube

And now for the 'amateur' MFH Lotus 77 in 1:20

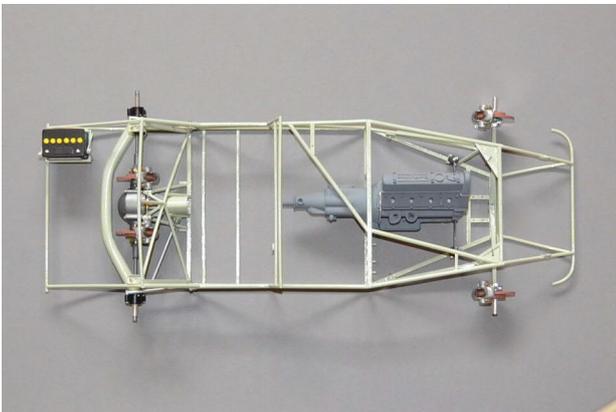
As the cover page suggests, I have moved my 1:20 Lotus 77 from the list of kits to build to my new list of kits almost nearly finished. In this case I need to look closer for detail to finish the throttle cable assembly and the fuel pump detail. Hopefully a trip to CTL will throw some light on what I need. Other than that the 77 in its early version is a nice but complicated kit. I have it in Peterson's version from Brazil, raced once and crashed then our Ronnie upped and left to rejoin March. I like the early version because it is as ACBC envisaged it to be, in its purest form although whoever designed those front brake/suspension sub-frames is not my favourite person.

JT



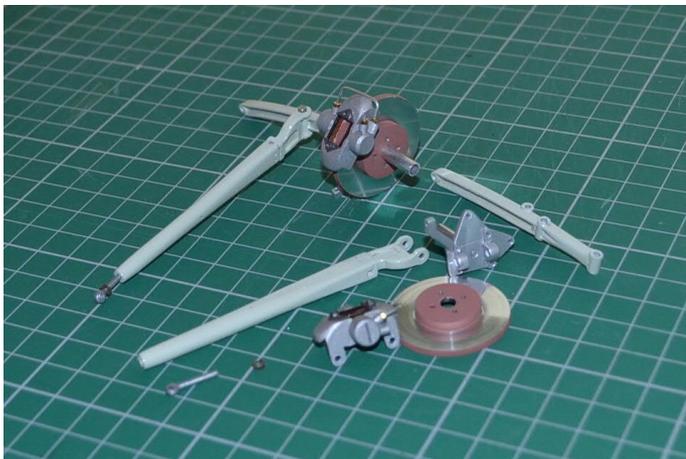
1:8 Lotus Eleven Rolling Chassis project - by Peter Pedroza

A couple of years ago Kit Lotus put on a display of models at Malcolm Ricketts charity evening event. Anyone who knows Lotus has heard of Malcolm, Chairman of the Historic Lotus Register, and one of the great stalwarts of the marque. To say he has some very fine examples of both road and racing cars is a bit of an understatement. Early examples of his race cars include a beautiful Mk9 and an equally stunning Eleven. One of the advantages of the shows that we as Kit Lotus attend is that after our display is set up there is always time to have a good look round before the general public arrive and this occasion was no exception. I took the opportunity to have a really good look at these two cars that late afternoon thinking that one of them would be a bit different as a large scale



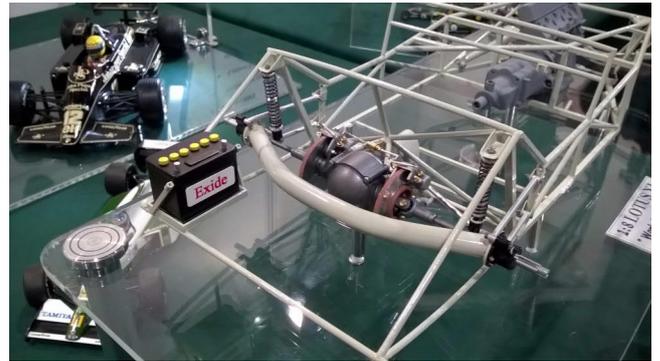
model.

Back home I continued my line of thought and finally decided on an Eleven and chose the Le Mans version in my usual scratch built scale of 1:8. Part of the attraction for building this particular Lotus is the spaceframe chassis, fabricated as it was from both round and square tubing, making this would make a nice change from monocoques.



Caution! Genius at work

Built in the mid-1950's the car still looks good today clothed as it is in a beautiful all enveloping body. The only downside to this hand crafted aluminium metalwork is that it covers a lot of interesting detail, swing arm front and De Dion rear suspension, Climax four cylinder, inboard rear brakes and so on. So for this model the idea is to build a fully detailed rolling chassis devoid of all



bodywork.



Here are a couple of shots of Peter's 'work in progress' Lotus Eleven rolling chassis, displayed on the Kit Lotus stand at Race Retro.

Even Lotus Eleven restorers couldn't find fault with the work Peter has done

It will also be built in-between other projects so this one could take some time although I'll keep John updated with the progress of the model as it develops. This will probably just take the form of photos, however, I will give a full report when/if (delete as appropriate!) the time comes to pluck up the courage to make the wire wheels!!

PP

Bits and pieces

Paul Mumby is keeping me informed about progress of his 1:20 scale Lotus 63. Just a few exhaust and suspension parts need to be mastered but the manufacture of the production moulds is taking a bit longer than anticipated.



Photo: Model Factory Hiro

Model Factory Hiro has released this Lotus 94T curbsider in what they call their Lightweight range and in 1:20 scale. Hiroboy.com is the place to find it in the UK.

Still nothing except tumbleweed from Hobbyco or anyone else for that matter about any sign of Ebbro's Lotus 49B or 49C or Lotus 88 or Lotus 91. I suppose they will all come at a rush when we are least expecting them but keep hoping.

So, the secret of the spindly thing in the editorial is revealed as the centre stand of a 1:12 scale drawing board, scratch built of course by our own Peter Pedroza, to form the centre piece of a unique display. The design genius that was Colin Chapman working on a general assembly drawing of his revolutionary Lotus 25 surrounded by his world champions and all debuted at Race Retro. (pictures right)

Working left to right, we have Jim Clark, twice world champion for Lotus. Next we have Graham Hill world champion of 1968 for Lotus. In the centre an aloof looking Jochen Rindt top man in 1970 followed by a jovial Emerson Fittipaldi—1972 and finally Colin's last world champion the disinterested looking (in this shot)



Mario Andretti from 1978. This neat diorama is yet another inspired piece of Lotus modelling by Peter. None of the figures are out of a box, they are all a mix and match with heads from one source, arms and torsos from others with a few Peter made bits to set them off. Kit Lotus is more than cars.

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