



KIT LOTUS

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The Reluctant HIRO—1:12 Lotus 98T

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Welcome to Volume 9 Issue 3 and lots more Lotus model news. I suppose most of you are slowing down now on the modelling front so that grass can be mowed and weeds can be thwarted, not that we have seen much of a summer or spring for that matter yet. Even so there is always the opportunity to glue a few bits together and it is these opportunities I have to take just now if I am to make any serious progress on my kits to build list.

The Lotus 18 project '1818' continues to dominate and I am sure it will come together in some rapid swoop to completion but at the minute it seems like lots of time spent with little to show for it. Anyhow, I have written up the progress thus far for you to judge.

A greatly anticipated trip to Classic Team Lotus happened just a couple of weeks ago despite it being our seventh and probably far from the last. We will keep going until we are either barred or we have our own cups in the kitchen. A great day in Norfolk marred only by the absence of Simon Parsons who broke his leg whilst gardening!!! Building Lotus models is a much safer pastime, get well soon Simon.

Despite just returning from the Monaco Historique having taken and managed nine customer cars, Classic Team Lotus always lay on a welcome even though the workshop is thronged with activity and if you are any part interested in Lotus, and you haven't been yet you must either live overseas or you haven't given yourself the talking to that will cause you to get booking for the next available works tour.

No trip to Hethel can be described as repetitive if you are a Lotus enthusiast and it has to be said that without the huge dedicated following and other Lotus events that take place throughout the year, there would be no place for Kit Lotus. It is a niche within a very small niche but survives and thrives on the enthusiasm of others. Lets face it, writing about a particular marque of scale model without the infrastructure that keeps our interest would probably have faded long ago. So the message has to be keep enthusing and we will always have models to build, events to watch and places to visit which mean a lot to each of us.

Some of those looking after the heritage are of

course those who are fortunate enough to own the real thing and are able to send them and race them at events like the Monaco Historique which in turn keeps our enthusiasm alive, long may it continue. This year Classic Team Lotus took no less than nine cars to the 2016 event (held every two years) and run on the current formula one circuit. All but one of the cars came back in one piece and as Tom described in the transporter at the CTL works tour, it would have been difficult to get anything else in before the doors closed.

Depending on your poison would depend on which of the Formula one categories you would support in the Monaco feature races. For me like many others, seeing Jim Clark's Lotus 25 racing at speeds similar to those in period against Ferraris, BRMs, Coopers and Brabhams was the best bit. It is a tribute to the initial restoration of R4, its continued upkeep under the stewardship of owner John Bower and the expertise at Classic Team Lotus that provides us the spectacle. Andy Middlehurst's smooth unhurried style was the difference between him and Joseph Calasacco's later Ferrari 1512 ending over 16 seconds ahead. This after only 12 laps, and despite a dodgy start as Andy defended from Martin Stretton's Sirocco BRM allowing Calasacco to lead on the first lap.

A classic overtaking manoeuvre down the inside saw Andy take the lead and disappear Jim Clark style into the distance. Fabulous stuff with several Lotus runners in the mix Dan Collins did extremely well to put his Lotus 21 into the last podium place. Congratulations and thank you to CTL and all the Lotus runners for giving us a huge chunk of nostalgia.

Our Australian 'correspondent' Chris Doube, has built yet another Model Factory Hiro 1:12 Lotus Kit, something he is clearly addicted to much to our benefit. This time his exploits with the Lotus 98T are described and judging by the pictures, his modelling skills far out way any of the pitfalls that seem to be built in to these highly detailed kits . You would be hard pressed to decide whether the pictures are from a scale model or the real thing. Brilliant.

Other Lotus news is included in this issue but I am already preparing for the next so please keep your build stories and pictures coming. I also hope to have an exclusive interview for you from Lee Clarke who runs the Barber Vintage Motorsport Museum in Birmingham Alabama. Best wishes to all Lotus chums.

CTL Visit— May 2016

Having just returned from the 7th visit to a Classic Team Lotus works tour in as many years it would perhaps be an idea to ask why we keep going. Well, I can answer that. Sitting in the car park outside the salubrious (not) premises of Classic Team Lotus on Potash Lane, and watching those who haven't been before herding into the works half an hour before time knowing how crowded the office will be would suggest they can't contain their excitement. They would be right in one respect, it is difficult to contain your excitement because as Peter said to me, "no matter how many times we visit CTL, it always seems like Christmas Day, it happens regularly but you never know what you will get but usually it is a pleasant surprise". We know that Clive Chapman will make a welcoming speech to the 20 or so enthusiasts and he will run the short history film showing a whistle stop tour of Lotus track triumphs – please don't edit out the shot of the Ferrari hitting the Monaco barriers – and we know we will be split into two groups for the workshop tour. On this occasion, Steve Allen the CTL accountant since 1975 would take one group and the rapidly learning apprentice Tom took the other. Apart from that, what is lurking behind the office door as we make our way into the works is always a mystery.



In the works this time, the aftermath of a yet another successful weekend at the Monaco Historique. Classic Team Lotus took nine cars to the principality with 8 out of the 9 returning to base relatively unscathed. The Lotus 72 of Katsuaki Kubota however resides under a green tarpaulin after a visit to the uncompromising Monaco barriers on only the second lap of that F1 race. Of the others, the Lotus 77 has had some of its bodywork removed whilst awaiting whatever fettling is required. Interestingly, the beautiful gold wheels looked a little worse for

wear but it turned out to be brake dust preventing them from shining in their normal manner ,



The biggest success of the Monaco weekend was the dominance of Andy Middlehurst in the Formula One race for cars built 1961-1966. For the third time in a row, like the Glover Trophy at Goodwood (five times), Andy romped away with the race in Jim Clark's Lotus 25 R4, owned by Kit Lotus reader John Bowers (I thought I would sneak that name drop ined). It is a testament to the race preparation that R4 enjoys so much success, especially in Andy's expert hands and under the stewardship of its current owner, no mean feat. However, not just R4's success but Dan Collins driving Innes Ireland's Lotus 21 also achieved the podium with a third place. Brilliant both of them.



Anyone thinking the works might be clinically clean and hermetically sealed (although it is very clean) would be mistaken. R4, sitting with its winners laurels around the cockpit, is unceremoniously parked in a small room alongside the 1961 US GP Winning Lotus 21 and crowded by a Lotus 78 and a formula Junior Lotus 22, all competing for space. Indeed, the long twin exhaust pipes from the 25 are equally unceremoniously propped up against a wall.

CTL Visit continued

It looks for all intents and purposes that a clean and a polish is all both the 21 and the 25 need before they are ready to go again. The point to this is the lack of ceremony at CTL, it is what it is, a busy workshop looking after several customer cars at once alongside its own busy working fleet, how it used to run is part of how it runs today and as such, an essential part of the experience for those taking the tour.

For me the Lotus 78 was one of the best looking Formula One cars ever, and so to see one in the workshop was a bonus although it was in several pieces being restored to full race trim. This is another reason why we find our visits so exciting. To a model builder, what is under the skin of a race car is often as important as what is visible to the casual observer on the surface. I bet Peter for example, in the middle of building a 1:8 Eleven rolling chassis will have spotted the Number 3 Thor Copper/Hide mallet sitting in the middle of the spare wheel of Clive's own Eleven, in the workshops with its body panels removed. I would hazard a guess that that detail will find its way into Pete's model. For me, building a 1:8 scale 18, it was good to find Jim Hall's Lotus 18 in the works and although this one was fully clothed, grubbing around on the floor enabled me to get pictures of some of the important bits I need to consider in my build programme.



It was good to get a picture of Andrew Beaumont's Lotus 24, in BRP colours as this car is not usually fully clothed or in such a prime position to get a full shot. This was in the workshop CTL mechanics describe as Club Class, it has windows! Also occupying slots in the Club lounge was Andrew's Lotus 76 perfectly placed for detailed photography to put toward the MFH version in my list of kits to build.

build. Just recently MFH has released a curbside model of the 94T, well, just to oblige, CTL had one in the works on display and again fully clothed, ideal for a kerb side model. So you can see, of the nine cars in the workshop, 6 of them had a positive benefit to the Kit Lotus archive of detailed pictures essential for building models to any standard. All in all another perfect trip to Norfolk, marred only by the closure of the Chinese restaurant in the village where we stay, it's owners we understand are at Her Majesty's pleasure something to do with immigration laws? which is rather inconvenient for returning Lotuseers so we had to settle for the pub, good job they do food!!



If you haven't been to a Classic Team Lotus works tour, and you are a Lotus enthusiast you should ask yourself why not? The welcome is warm and genuine, the knowledge is more than you will get in a book. The new works are at the tender stage so the opportunity to see these historic workshops in full swing is rapidly reducing. It isn't just the cars, the pictures and posters on the walls are equally iconic and equally historic as are the pit boards from various race meetings lining the girders and upper walls. OK so the route to Norfolk may be across the agricultural centre of the UK universe but modern tractors can get quite a waft on nowadays and the route is very pleasant so don't let that put you off. 3 hours door to door from just west of Nottingham for me is a trip well worth taking, you should do your trip whilst you still can, I can't wait for the next Christmas day.

JT



Project 1818

So, this semi-scratch building theme is catching, I'm finding the more I commit to building the 1:8 scale Lotus 18 the more I am looking forward to the challenge. However, I have already (apparently) succumbed to traits adopted by other scratch builders in that the first attempt isn't the last one. Already on my second chassis plate, I'm also realising that first time failure isn't necessarily a problem because the realisation for failure is there was something not quite to your liking or, your brain maybe too focussed on one route, it suddenly reboots and tells you there may be a better plan. That's where I am.

I already mentioned the wheel centres and how, nice as the casting is, it would always be a painted casting. So off with their nuts and some 12BA countersink screws and nuts later, we have a set of wheel studs. To make sure the holes for the new studs were in the right place I delved deep into my toolbox and dragged out a Centre Finder that I made as an apprentice round about the time I read my first Motoring News headlining young Fittipaldi's exploits in his black and gold Lotus. It is one of those things you never think you will use again but it came in handy.



For those unfamiliar, the Centre Finder is a right angled piece of metal with a second 'arm' bisecting the right angle. This makes it easy to find the centre of a circular rod of any diameter rod or part hat will fit within the right angle. It was a test piece for hand cutting, filing and fitting.

The spaceframes in the kit would be fine if the model were to be a fully panelled version but having the panels removed is part of which made Moss's car, apart from his giant killing skills, so famous .

This makes the frame a little more significant and as they have become visible, they need to be quite a bit closer to representing the car which prompted me to fabricate new spaceframe sides. A mate of mine pointed me in the direction of Macc's Model Supplies (Macclesfield) where I got hold of some 1/8" diameter aluminium rod to fabricate new spaceframes. They also provided the 12BA screws and Nuts.



Retaining the front suspension pick ups, I made up some brass sheaths from some thin sheet to splice the aluminium on to the white metal parts and the chassis frame begins to take shape, held together here by gravity and masking tape.

The body now sits over the frame in what appears to be the right place and since this picture was taken, has had the Dzus fasteners that were cast



into the bodyshell, removed ,and some small amount of filling added to remove a feature that wasn't on the 1961 car. The body of any model is generally its crowning glory and sets the scene for any observer. With a model of this size, it has to be good if you want people to admire it but, so do the other features of the car such as the windshield. A badly fitted windshield will ruin it.

Project 1818 continued.....

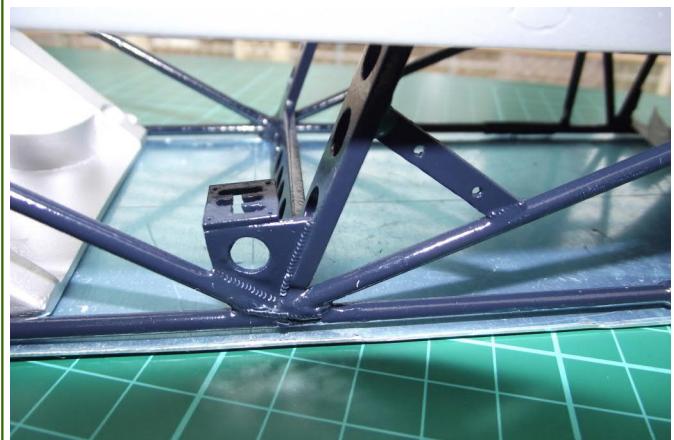
Vac forms on race cars are one of my 'scary bits' and I find them so difficult to fix particularly on smaller cars. The vac form on the 18 is big and very well formed, it has the detail of the fixings formed into the plastic but still represents a challenge.

The instructions provided with the kit recommend a contact adhesive but lots of you will know this isn't clear and can cause a vac form to fog. If the car is to look anything like, another method has to be found. In my case I decided to screw the vac form to the body because both the body and vac form are so well cast. Once the vac form was cut it was a near perfect fit on to the rim where it locates so I took a 60 gauge drill and a pin chuck then drilled through both items starting at the front centre of the body. Once the first hole was in I used a shirt pin to hold it in place then moved to the rear of each side and repeated the process pinning each flank in place. Using the theory of half, the next two holes were half way along the sides then half way between the next holes and so on, pinning after each hole. This worked very well and has left me with windshield that fits and that I can now put aside until it is time for the final assembly.



Back to the space frame. Plasticard has been used to fashion the bracket which holds the gearchange lever and gate and, the diagonal in front of the dash panel to which the fluid reservoirs fit.

Another thing I came across since starting this project is weld, or simulated weld strips in photo etch. I was looking for a suitable radiator mesh on the Hiroboy website and found these. Runs of weld in 1:20 and 1:12 scales in stainless steel photo etch. I had to give them a try and the brackets I just made and glued to the frame with epoxy resin would look a little more realistic if they had been welded. I probably used a little more weld than Mr Chapman would have liked but there would be no point putting it on if it weren't visible.



The bottom weld needs some rework but it will be hidden behind oil and water cooling pipes when it is finally finished.

There is a long , long way to go yet before the 18 makes its debut, foiled only by the constraints of time but another session with my technical advisor, Pete, will see some machining work on the suspension parts. The coil over spring arrangements in the kit are actually oval in section, not perfect but they would make a decent fist of things if used. Pete persuaded me to discard them. I already have a set of new springs courtesy of RS Components in Nottingham, so by the time of the next issue, I should be able to show the progress on the suspension.

On the Moss car, the front fuel tank was visible and so one of those, or part of one is the next piece of the jigsaw to fabricate.

The pedal box supplied in the kit, if used, would mean the driver having legs much longer than the proportion of the rest of his body so that too has seen some modification. The pedals have already been drilled to accept a pivot pin as have the lugs on the mounting frame. I just hope when all this is done, it looks something like I planned. Wish me luck

JT

The Reluctant Hiro—by Chris Doube

This is the story of the Lotus 98T, Hiro's magnificent replica of the 1986 F1 car, powered by the Renault 1.5 Litre turbo V6 EF15B the first engine to use the DP (Distribution Pneumatique) valve system replacing conventional valve springs with compressed gas allowing higher revs and improved reliability.

This engine was mated to Gerard Doucarouge's latest evolution of his previous design the 95T and 97T, his first car, the 94T was based on a 91 monocoque. Built to the new fuel capacity restrictions of the 195 Litres from 220 this proved to be a big problem as the Renault was much thirstier than the Honda in the Williams or the TAG used by McLaren.

To add to the Gallic theme Lotus became the surrogate works team after the Regie withdrew at the end of 85. The 98T gave Lotus their best chance of winning the World Championship since the glory days of the 79 in 1978.



The still ascending star of Ayrton Senna could only manage fourth in the Championships with two Grand Prix wins in Spain and Detroit where fuel consumption was not such an issue, and 8 pole positions which emphasised the power of the engine and the handling of the chassis.

So you are probably wondering why did I build the Johnny Dumfries version? Some years ago I received a marvellous gift through my friend John Passmore of a personally signed and addressed photo from Johnny Dumfries and consequently I felt inspired to build this kit as a tribute to his time at Team Lotus.

Having got the drive under the cloud of Senna vetoing Derek Warwick's inclusion in the team, Johnny did a very good job with the equipment and resources provided to him, culminating in a fine 5th place in the

inaugural Hungarian GP and 6th in Adelaide carrying a TV camera, the version from which received a lot of air time. Unfortunately, another GP drive was not forthcoming and he moved on to sports car racing and in 1988 winning the Le Mans 24 Hours for TWR Jaguar.

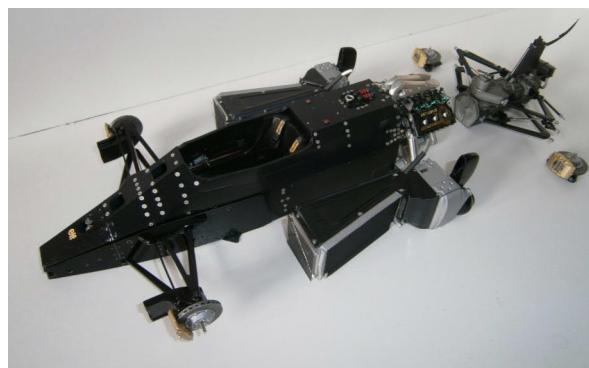


The Build

On receiving the kit from BNA Model World my initial impression was that it was not as difficult as the Hiro 79, this proved to be correct but I did encounter some major problems along the way.

The build starts with the engine which took about 2 weeks, it does not have any internals like the Cosworth but does have quite complicated belts for the camshafts and very fiddley wiring from the plug leads and induction system, I also painted the Renault Sport design on the black cam covers in gold with a cotton bud, as this was a feature of the engines supplied to Lotus.

The monocoque was next, this and the front and rear wings have to be covered with a very thin Carbon Fibre film with a carbon under colour applied first, as it was not available in Australia, Tamiya Gunship Grey was used instead. For the wiring elements, I purchased a small sliding clamp so I could wrap the pieces without touching them.



Lotus 98T continued

The monocoque also has about 100 small metal bobbins set into it, the best way to fit these is to attach them to an Allen key with some grease and then glue them in place.

They came in strips of 12 and have two part numbers which is confusing, and this kit was one strip short, so I had to contact Hiro, who supplied them within 2 weeks which considering this was over the Easter period was excellent service.

The construction of the major components, monocoque, front and rear suspension, engine and gearbox, all went very well but things turned out a bit nasty when it came to the ancillaries. The radiators, intercoolers and the turbochargers all had alignment problems, in fact the only way to get the Turbo to fit up to the exhaust manifold was to delete a small part between the turbocharger and the plenum chamber, also the right hand side turbo is facing in a different direction to the left and which Hiro did not take into account, so the mounting lugs have to be cut off for the correct angle to be achieved.



The multiplying factors of these errors meant the holes in the body top for the dynamic turbo intakes needed a lot of fettling to ensure they fitted properly.

This car has one of those vacuum formed windscreens which has to be cut out. I have always found these very trying, but it is made easier by painting the part you are going to remove, silver in this case as the screen is tinted black, because you cannot see the line when you are cutting, also a good pair of manicure scissors is a must.

The final king hit from this project was delivered by the screws holding the rear wheels being too short, so a Dremel attachment had to be purchased to "nibble" away a bit of the inside of the wheel centres so the nut could just be fitted.

Despite these problems and a few more too boring to mention, the car is finished and is a wonderful addition to the collection.

Chris

Keep an eye on www.merrymeet-model-cars.mybigcommerce.com Rae Dobbins, proprietor of Merry Meet Models cars is revamping his website. It is built and available to view but don't stress about the long title, he is in the process of moving his domain back to his old address. Rae has a great range of models, mainly 1:43rd but he is a well known Lotus enthusiast. So much so Lotus models have a specialpage on his website listing the type numbers, available models and who makes them.



He also has stock of another Lotus Bedford transporter arriving soon from the St Petersburg Tram Collection in Russia, complementing the original Cliff Alison version. It fascinates me to think someone in Russia is thinking about Lotus history and in particular something you would consider ephemeral to a Lotus car collection but nevertheless takes on quite a significance these days as an added extra. Can't wait to get one, if it is anything like the Cliff Alison version it will be a neat subject to build. This version is the Frank Gardner Bedford he purchased from Team Lotus.

MEA Le Man Subjects

There is no doubt that French manufacturer MEA Models make some fine kits, known for their 1:43 motorcycles they don't make a bad fist of cars in the same scale either. One thing to think about though if you are anticipating building one of their kits rather than take one ready built is you must have dam good eyesight or one great big magnifier if there is anything to go by similar to their fabulous Lotus 7.

Recently they have released three more Lotus. Firstly the Lotus Mark IX(although they brand it as a Mark X). This model is in aluminium un painted finish from the 1955 Goodwood nine hour race shared by John Coombs and John Young. Detail is fine but the roundels are a little on the small side and the registration incorrect, it should be ALF 7 not ILF 7. The car was Connaught powered–1500cc– and featured an exhaust exiting over the rear nearside wing of the car. The car also appeared in the hands of Peter Jopp/ Mike Anthony at the ill fated Dundrod TT race in 1955 which claimed three drivers lives. Jopp crashed the car on the first lap. It was painted by then.



The Lotus 17 was to be the successor to the highly rated Lotus X1 but without much success. MEA however has produced yet another brace of fine models in their 1:43 range.

Entered in the 1959 Le Mans 24 hour race, both works cars fell by the wayside. The 53 car Stacey/ Green was trying for the 750 cc class and the Index of Performance and leading both when head gasket failure intervened curtailing another historic Lotus win.



The 54 car, Taylor/Seiff suffered ignition problems from the start and so the 1959 Le Mans plan didn't quite go to plan but MEA has given us some fine replicas.



The third MEA recent Lotus release is the Lotus 15. The 1958 Silverstone car driven by Graham Hill is the subject but a Sebring 1959 version is also available.

Both these models are in built versions only. Graham made a poor start in the Daily Express International trophy but battled thorough to win after a thrilling duel with Roy Salvadori's similar car, providing a lap record on the way.

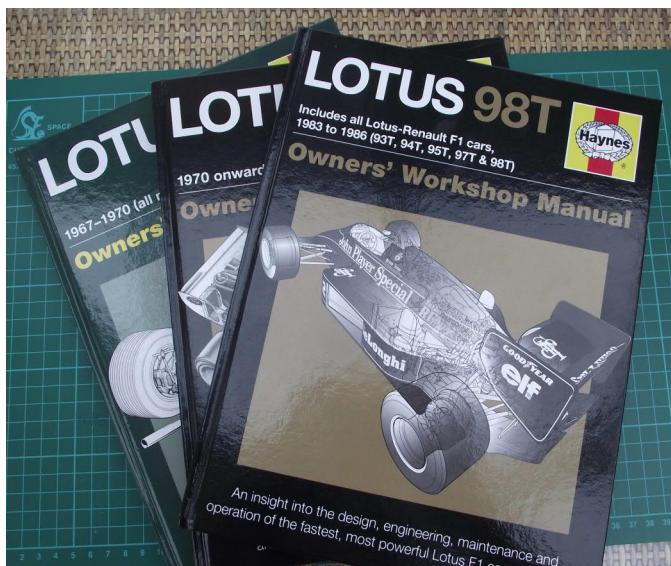


We could be picky about the model, the race car had yellow edgings round the number roundels but hey, these are nicely put together models.

MEA has a reputation for small detail so opting for a built model at around £105 maybe a good option, although the Mark IX seems to have a scale mirror big enough to tow a caravan. That apart all three models are a worthy intrusion to any Lotus collection.

Lotus 98T Owner's Workshop Manual

It is probably true to say that more than a few Kit Lotus readers, whether model collectors or model builders, are also full scale fettlers of 1:1 models. Tucked away in garages, that all inclusive project car or classic Lotus gets the attention of our do-it-yourself mechanicing skills, skills either gained from gainful employment in the motor industry or as a hobby and passion to keep our own cars alive whilst diminishing the revenue of the professional garage. A lot of that hobby often came through the pages of a Haynes Workshop Manual. Still big business for Haynes long after the company formed as Haynes Publishing in 1960. If you owned a car, usually used because only more affluent people bought new cars, chances are you also bought a Haynes manual to go with it.



The Haynes manual is renowned for its step by step guide to virtually any assembly or sub-assembly on any particular car. It is also probably why lots of us have obscure tools tucked away in our workshops we will never use again, tools we once bought/scrounged/borrowed for a specific bit on a specific car we once owned. My obscure bit is a 1" drive socket to suit the front bearing nut on a Ford Sierra. With a borrowed torque wrench and a length of scaffolding pipe, I vividly remember trying to keep the workbench from moving whilst trying to apply 250lb ft of torque to said bearing nut, firmly fixed in its housing in my 6" engineers vice.

Despite the DIY mechanic numbers on modern cars, Haynes still produce thousands of manuals each year. In recent years they have diversified into race

cars, aeroplanes, men, women, babies and even a sex manual although these four are very much tongue in cheek. Three manuals to interest us are the Lotus 72, the Lotus 49 and now the Lotus 98T. All three give insights into the cars many of which we haven't previously seen although I feel the Lotus 72 manual is the closest to the traditional Haynes Manual, both the 49 and the 98 are more focused on the racing history and insights from drivers. That's not to say they aren't good, quite the opposite. The 98T manual covers all the Renault powered Turbo Lotus cars from the 93T culminating with the 98T as the last car to carry the black and gold of John Player Special and the fastest Grand Prix Lotus ever from the era of super horsepower in the 1980s

The book penned by veteran motorsport journalist Stephen Slater is gold dust for we modellers with some fabulous detailed pictures and some really stunning studio shots of the 98T. Driver insights from Senna, De Angelis and Johnny Dumfries add to the content and the current whereabouts of every chassis. It is a tribute to the quality of preparation that every one of the Lotus Turbo chassis survive some thirty years later.

Unlike many a car manual, reading about flik-flak valves and splurge pumps is hardly bedtime stuff and whilst the technical stuff is dealt with, the book is a good easy read. There is lots we already know, the history, the scene setting, has all been written and read before but sections that include the drivers view and the engineers view have unique content. Many rarely seen period pictures complement what is a very nicely illustrated manual offering a memory rekindling from the era which many regard as the last truly gladiatorial period in motor racing. This book provides a fascinating insight into the JPS and Ducarouge turbo car and how it all was done.



MFH Lotus 94T 1:20

Model Factory Hiro has released a curbside'lightweight' model in their usual 1:20 scale of the Lotus 94T.

The Lotus 94T was a Formula One racing car used by Team Lotus in the second part of the 1983 Formula One season. The car was powered by the Renault Gordini EF1 V6 turbo engine, and ran on Pirelli tyres. The first of the Ducarouge Lots cars, car was designed and built in only six weeks after Peter Warr brought in the talented Frenchman to add a competitive edge to



the John Player Lotus Team. All his cars shared an elegance of design and in my opinion are some of the best looking F1 cars certainly from that era, they still look awesome three decades.



Ducarouge designed the 94T around the composite Lotus 91 monocoque design of 1992, adapted to accommodate the Renault EF1 Turbo engine.

The arrival at Silverstone of two Lotus 94Ts caused quite a stir. Longer, lower and leaner than the 93T, DeAngelis put the car on the second row of the grid whilst Mansell battled from an 18th start position to finish 4th.

The 94T featured the 'bookcase' style rear wing with

four tiers. De Angelis claimed the lions share of bad luck in the 94T with Mansell making the top six on several occasions finishing with 12 points. Along with the De Angelis qualifying record, taking pole at the European Grand prix, the scene looked set for an improved 1994.

A curbside model, no engine detail but quite a bit of the suspension and gearbox is visible so there would be room for some detailing there.

It is safe to assume there will be lack of John Player advertising in the kit so look out for after market variants although the TABU Lotus 97T versions might be useful.

Le Mans Miniatures are well known for their figures as much as their sought after Le Mans models. A recent release is a very nice caricature of Jim Clark in 1:18 scale. In typical JC pose it could be either just getting out of, or just getting into – my money is on the latter due to the pristine overalls – his Lotus 38 at the Indy 500. Now, from what I have seen the figure is supposed to represent Jim at the 1967 Indy 500 and you will have to correct me a little from here. Carousel models released both the 65 car (green) and the 66 car (Granatelli Green i.e dayglow orange) in super 1:18 scale which is where I assume these figures are targeted to complement. Carousel didn't make a 67 car so why would someone else make a figure to complement a scale but without a car with which to complement? So far as I know, my conversion of the 66 Al Unser car back over the winter is the only version of Jim's 67 Lotus 38 in existence in this scale.

I think the 67 suffix is wrong and that it either was meant for the number 19 car from 1966 or possibly the 1968 Lotus 56 which Jimmy tested at the Brickyard prior to Hockenheim. Strong money has to be on the 66 car. His presence next to this magnificent diecast in your collection would be a great find.

The figure is very well painted giving Jim a slightly bemused look. He is also carrying goggles and helmet so again is it a case of just out or just before in? perhaps a referendum will settle the answer Vote on 23rd June to decide !! The figure can be posed without the stand or with, choice is yours and hurry there won't be many left at Grand Prix Models, cost around £25. (see cover pic)

Bits and pieces

True Scale Miniatures as the name suggests produce fine models in 1:43 and 1:18 scale. Of late they have turned their attention to the Lotus 99T driven by the legendary Ayrton Senna and by Japanese driver, Satoru Nakajima who surprised many with his turn of speed. Nakajima was brought into the team at the expense of Johnny Dumfries when Honda provided the power. It was thought that Nakajima was merely there to make up the numbers. Maybe so in Team Lotus but he earned a reputation as an F1 fighter with other teams.



TSM has chosen two examples, The British Grand Prix as shown and San Marino. The British GP version captures the livery of the time, there being none of the Camel logos, the brand belonging to British American Tabacco. Both Senna and Nakajima cars are available.

The San Marino version provides us with lots of blank spaces and a trip to the aftermarket for the fill in tobacco livery.



Fujimi has been quite prolific of late, releasing a road version of the Lotus Esprit Series 1, hot on the heels of the James Bond submarine Esprit from the film "the spy who loved me". In 1:24 scale, the model is right hand drive only so if you need to convert to left hand drive you will need to change the dash around. This is a boxy affair so shouldn't present much difficulty if you apply lots of patience.



The other Fujimi product to interest us is a re-issue of the 1:20 scale Lotus 97T, always a popular subject mainly due to its Ayrton Senna connection and a model with an after market following. You will need to buy the TABU DESIGN John Player Special decal set and, if you plan to display it with the body section removed, you will need the STUDIO 27 carbon fibre decal set.



Photograph: Steve Noble

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