



KIT LOTUS

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THE BARBER MOTORSPORTS PARK AND VINTAGE MUSEUM

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Project 1818 slowed down during the summer but some progress has been made

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

A very warm welcome to Kit Lotus Volume 9 issue 4. This month's articles reflect a period of 'summer slumber' where little takes place in the model building world so we can mow the grass and keep the outside tidy. That doesn't stop wallets being damaged as there is always something to buy to add to the build list. In my case the Fujimi Submarine Esprit and the fine Ebro Lotus 88, more of those in a later issue.

Summer is also holiday time and in the eight weeks since the last issue, I have been on holiday. To the USA again no less and a long awaited trip to the Barber Motorsports Park and Vintage Museum in Birmingham, Alabama, hence a long article takes up quite a wedge of this issue, one I very much enjoyed recounting but had to keep it shorter than I had liked. There is so much to see there. Add to that a couple of trips away in this country and all of a sudden five weeks have disappeared.

A couple of readers are seeking our help with some identification issues around a couple of Lotus Elevens. Your assistance would be much appreciated.

Being summer and even with a lack of build time, I have started the refurbishment of my workshop. I don't know about you but the stuff I rarely need sits on the shelf in front of me and the stuff I use regularly is in the box I have to extract every time from the back of the cupboard under the bench. Time to sort this out.

Now, quite a few readers, particularly those in the north of England will be familiar with the epithet "wazzock" which roughly translates to idiot! Just in case you haven't realised yet, the writer can sometimes be just that and a sudden rush of blood to the head coupled with some unfounded notion that I can see perfectly well without my glasses led me straight into a 40 year old trap!

Feeling very flush with myself after the efforts to sort the workshop, I decided that some of the stuff emerging as unused since my apprenticeship days would be a good plan to assist with scratch building and in particular, the thought of building spaceframes in soldered brass tube. After all, I had just put my hands on said tube, a roll of solder wire and a tin of Fluxite, what could possibly go wrong? I carefully cut some tube and shaped the end of one



Trip of a lifetime, who else would go to Birmingham for their annual leave? A biker or a Lotuseer or both?

To form a test piece which I cleaned up and applied the flux. You don't need a lot of heat when working with 0,125" diameter brass tubes what happened next baffled me.

It had been some years since I last did any soldering so I thought this test piece would be a sensible idea. Torch on, solder ready, apply heat. Nothing, flux boils away, piece glows and my heat mat goes black. No problem I am just out of practice. I let everything cool off, cleaned it all again, re fluxed and re-positioned. Apply heat and solder, still nothing. Piece glows, flux boils away and heat mat gets blacker. Hmmmm, can't figure this out, the solder just isn't melting let alone running into the joint! It was at this point I put on my glasses to inspect things more closely and spotted the huge flaw in this operation. My 40 year old roll of solder was in fact a 40 year old roll of lock wire!! Simple identification if I had bothered to read the label. So there you have it, a genuine wazzock!! But at least the workshop has had its makeover.

By the next issue, no doubt we will have settled back into the routine of building models, several readers have reported projects on the go; I will also be reporting about our display at Malcolm Ricketts renowned Lotus open day and a special visitor from overseas.

JT

The Barber Vintage Museum—Birmingham, Alabama

“Dan Gurney for President” proclaims the big red white and blue banner, which for all Lotuseers could possibly be quite a sensible option. I’m not sure if Dan would want the job but such is the esteem in which he is held, the sentiment is not a bad one. The banner hangs proudly in a place where mostly, only the converted will see it, inside the Barber Vintage Museum attached to the Barber Motorsports Park in Leeds, which is a suburb of Birmingham, Alabama .

I’m looking at the banner because I made one of those special trips we all make from time to time to satisfy our obsessions. This long awaited, long planned visit has finally arrived, outside it is in the high nineties Fahrenheit but in here, air conditioned coolness to ensure the world’s largest motor cycle museum (verified by Guinness Book of Records) nurses all of its exquisite exhibits enabling us to enjoy them. Hang on a second, first you said Dan Gurney and then you said motor cycle, how do the two go together? The answer is that this magnificent purpose built museum also houses the world’s largest collection of Lotus cars (not verified by the Guinness Book of Records), Dan Gurney’s Lotus 29 from the 1963 Indy 500 is undoubtedly it’s star turn, worth the trip just for that.

Ever since I shared the original aims of Kit Lotus, to share a hobby with similar enthusiasts, that hobby shows no sign of slowing, in fact it just gets bigger and the shared experiences get better reaching high point after high point. I had no idea this place existed before Kit Lotus, in fact it was US collector Jim Marsden who put me on to the existence of the place. Since then it has been on my wish list and over a year ago, the time came right to book a trip to Alabama (Mrs. T signed my chitty) so I asked our friends at Classic Team Lotus if they would broker a meeting for me with Lee Clark Senior Manager of Restoration and Conservation at the Barber Museum. I had read about Lee and his Lotus exploits, often through the CTL website and I had seen the cars that the Museum sent over to the Snetterton event in 2010, the lure of the collection proved too great. I had to go and see for myself and if possible, speak to Lee about the collection to share with Kit Lotus readers. Essentially, he is the custodian of a very big and very nice collection of 1:1 scale model Lotus

United Airlines made sure Sue and me got safely to Atlanta, the last stage but one in our Birmingham to Birmingham excursion. We picked up a hire car and drove to Alabama arriving on a Sunday – it appeared to be closed and the omens weren’t good. Our very nice hotel opposite the Barber Motorsport Park shares a similar trait, they are both in the middle of nowhere, or so it seemed. The Hampton Inn had no restaurant and so the information provided in the guest information made up for it by showing a shuttle service to a nearby Italian Restaurant – no chance, apparently the restaurant had burned down just as soon as it had opened!! All we could find to eat was a Taco Bell, yuukk!! At least the following day was full of promise with the morning visit to meet Lee at the Barber, just across the road .

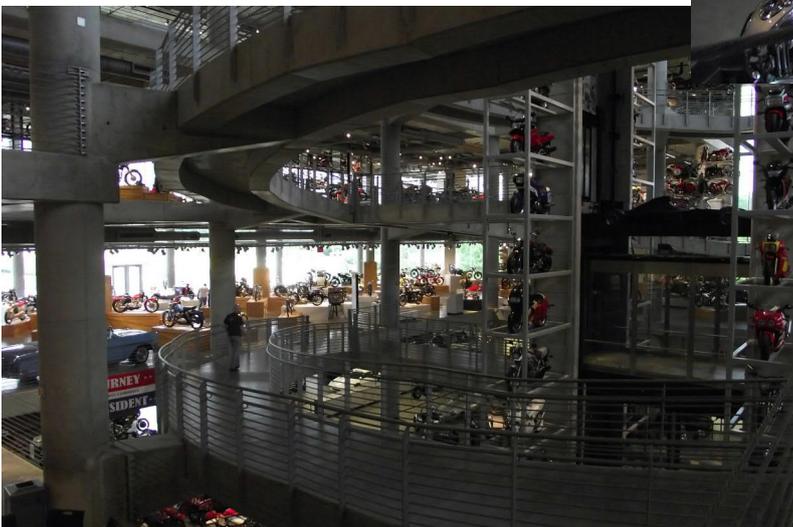
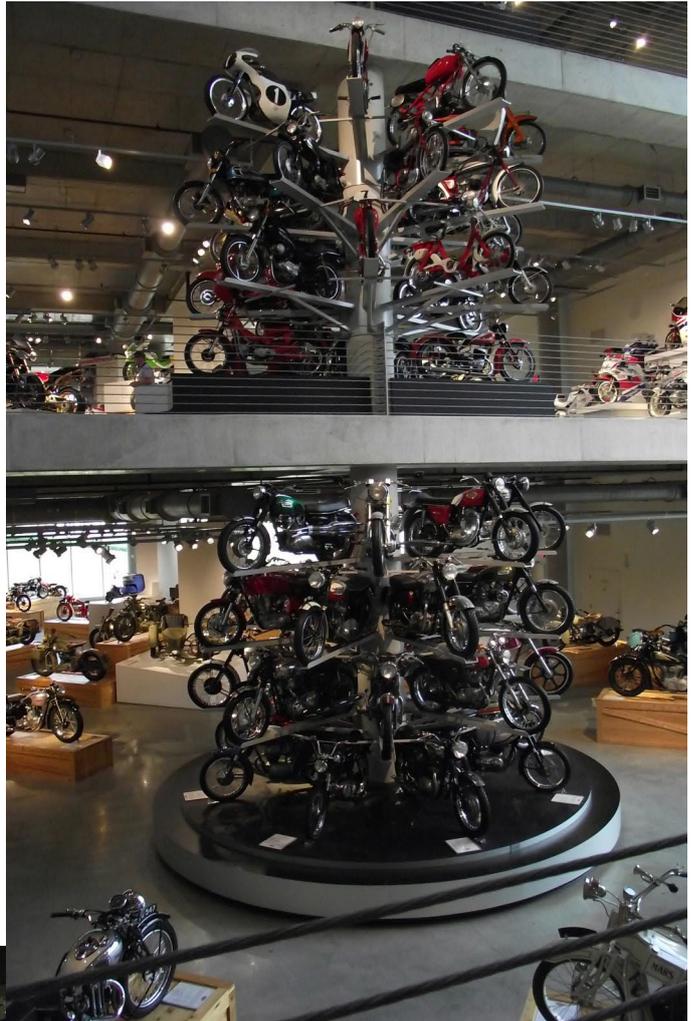


The Barber Motorsports Park which houses the Barber Vintage Museum was purpose built as a multi-purpose racing facility on 740 acres on the eastern fringes of Birmingham, Alabama near Leeds. Built by George W Barber it has been the home of the Indy Car Series Grand Prix of Alabama since the 2010 season and it is also the home of the Porsche North American Driving School. It hosts the Moto America Superbike Series and Housed the Kevin Schwantz Suzuki School. Noted for its landscaping and greenery, the Barber has been dubbed “the Augusta National of Motorsports”.

Our plan was to visit early, just after opening time on a Monday morning when hopefully the museum wouldn’t be that busy and the good people giving up their time to host my visit could get me out of their hair quickly and without much disruption.

Barber Vintage Museum continued.....

The entrance to the museum is an imposing High-Tec looking building, set in immaculate landscaping with a forecourt of black and white paving to symbolise a chequered flag. Inside to the front desk we bought admission tickets, a very reasonable \$15, and announced our arrival to meet with Lee. Seeing internet pictures of the museum before arrival gives an idea what to expect, but in the flesh it is truly something else. The striking thing is the way exhibits are mounted, particularly motorcycles. They hang or are stacked everywhere, for all intents and purposes looking just like your shelves of miniatures at home but stacking four storeys. It is all very imaginative and an amazing experience. In the centre of the museum is a spiral walkway that takes you up amongst the exhibits and to the other floors where many are displayed in a more conventional manner. The clever use of space is everywhere. For those who can't make the walk, a central glass lift, big enough for a present day formula one car to ride in, serves the same purpose. Below the entrance level are the workshops and areas not open to the public, although the areas can be viewed from the balcony above because it is laid out specifically so it can be seen. Machine shops have glass panels for example, the main restoration



area is open plan and there are yet more exhibits set out to be viewed from above as well as by those privileged to have access to the lower ground floor. This was a lot to take in but Lee met us and took us in the lift to the staff recreation room on the lower ground floor so we could chat about the Lotus collection in particular and about setting out this article for Kit Lotus readers. We were joined by John Viviani who looks after the Lotus collection in particular.

We chatted for a while about how the museum came about. George Barber always had a serious interest in vintage motorcycles and recognized that there was no museum that reflects the history of motorcycles around the world. He wanted to preserve motorcycle history in the United States in a way that represents an international aspect and to supply an example of motorcycles that until then could only have been seen in books and magazines. The Barber Vintage Motorsports Museum began in 1988 as Barber's private collection in downtown Birmingham later officially opening to the public in 1994. The

Museum was relocated to the Barber Motorsports Park when it opened in 2003.



Barber Vintage Museum continued

So who is George W Barber? He is described as a former race car driver (probably Porsche as he has an interest in them also), a real estate developer until he took over as chairman of the family Barber Dairies reputedly becoming a billionaire when he sold the dairies to Chicago based Deans for an undisclosed sum. Either way he set up the Motor Sports Park as a foundation on land leased from the City of Birmingham for \$1 per year then later buying the land from the City for a sum based on appraised value as it was before the construction so that he would not personally benefit from its success, save to have the satisfaction of it all and have it available for generations to come. You can see his passion all around and John confirmed what a great place it was to work. Mr Barber gives him the wherewithal to look after his own Caterham, work in a great place and work in amongst fellow enthusiasts. All Mr Barber



requests is perfection and perfection he gets as it is one of his conditions that all exhibits are runners, not just poseurs.

Lee Clark explained how he had joined the organisation over 20 years ago when it had a mere 325 bikes and around 40/50 cars, quite a hike even then from the original 21 cars and bikes in Mr Barber's private collection back in 1976. Lee's own experience of restoring Porsches made him a perfect fit for the Barber Collection. He has been steadily building up the collection since then. The first Lotus in the Barber Collection was a Lotus 21 but this was soon joined by the ex Jay Chamberlain Lotus 18 (with a Lotus 21 nose). The chance to get hold of Lotus 49 R6 came during a LOG (Lotus Owners Gathering for US Lotus owners) where Pete Lovely introduced Lee to a Broker who had access to the car, however the ex – John Surtees Ferrari F158 from his World Championship year was acquired instead (how did that happen?).

Most other Lotus were gathered through various auctions including the Lotus 119 Goodwood soap box racers and one of the Boardman Olympic Lotus Bicycles Lotus 108. However, it wasn't until Colin Chapman was inducted into the Talladega Motorsport Hall of Fame based at the Talladega Raceway that CTL came into contact with the Barber Collection, then still in downtown Birmingham. A local friend of Lee was assigned to be Clive Chapman's host for the ceremony. It is likely that the CTL contingent stopped by the collection afterwards but the link wasn't finally officially made until Lee undertook a buying trip to the UK and made a point of meeting up with Clive, now they work hand in hand on many projects. CTL being the ideal restoration partner – the Lotus 64 for example. Talladega Raceway is situated just alongside the Interstate 20 a few miles east, right alongside the track and which, if I had done my homework properly, could have been a destination on the drive to Alabama. Sadly, I hadn't left enough time in the dash back to catch a flight from Atlanta the next day. Once the CTL link had been established it seems to an outsider like me that a natural impetus for the Lotus collection to grow would be inevitable.

Mr Barber has a passion for both Porsche and Lotus because of the similarities in early models, low slung and with stunning handling. The Lotus collection grew mostly by obtaining the right ones through various auctions. Some cars on the wish list were tracked until they came up for sale. The 109 for instance came from a Goodwood Auction that also included a list of other "prime" Lotus models all of which were snapped up by other collectors. A collection of five were obtained from the estate of a Birmingham collector who had passed away. This Lot included a Lotus VI, Lotus 17 Lotus Mark VIII and Lotus 22 Formula Junior and a Lotus Mark X.



Barber Vintage Museum continued.....

Another Mark X was obtained again through auction, a former part of the then owner Peter Kaus inspired Rosso-Bianco Collection. This Mark X was once the Mike Young Targa Florio car originally fitted with a 2.0 Connaught engine, but rejected in favour of a Bristol power unit by a subsequent owner (this made it easier to own and run at that time whereas each Connaught engine was an individual work of art), obtaining spares and maintaining a Bristol engine suited these young men running the Mark X at the time. Lee and his team decided to restore the car to this Targa Florio version so during a trip to the UK coinciding with Goodwood and visits to more auctions, they found that Bob Dance knew a man who might influence this project because he had a genuine 2.0 Connaught motor and that the said man might be persuaded to part with it. Eventually, or so it seems, anyone who is anyone in Lotus circles comes into the Bob Dance circle of influence, Bob has all of the stories and all of the knowledge, the font of most things Team Lotus. As it turned out the man wasn't too fussed with a party of strangers turning up at his front door and it was only because he knew Bob that both he and Lee were allowed in. The remainder of the party having to wait outside. Once the man realised that Lee's intentions were wholly toward restoring the Mark X, the deal was done and the Barber Museum Lotus Mark X is well on the road to former glory, restoring to the level when it left the factory complete with faired in headlamps not used on normal circuit cars. The Chassis with engine and gearbox is in the restoration area downstairs away from public view as are the two main sections of the restored body. A second Bristol Mark X obtained from the estate sale sits on display upstairs.

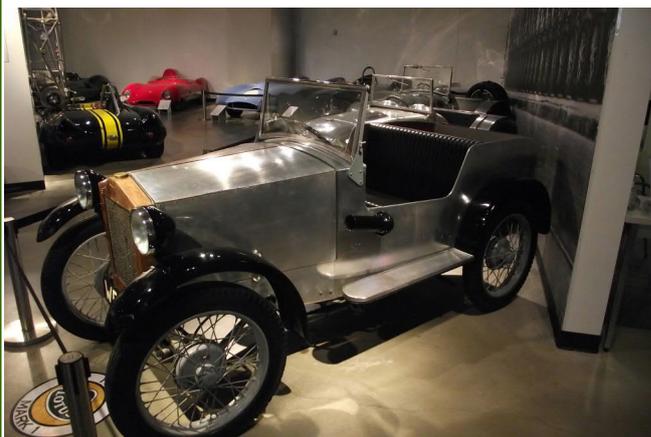


Ex Targa Florio Lotus Mark X chassis mated to the Connaught engine and gearbox undergoing careful restoration in the Barber Museum fabrication shop

As Lee went off to receive a phone call from CTL – coincidence – I had a longer chat with John Viviani currently working on the Lotus Mark X and a race version Esprit. John has been with the Barber Museum for 8 years and also has Lotus blood coursing through his veins having been the owner of a Twin Cam Europa and an M100 Elan. He contents his motoring smiles now to a Caterham. John came to the Museum from a team restoring Saturn V Rockets at Alabama's Huntsville Space Museum which was quite a coincidence as our next destination was car/plane/car to the Kennedy Space Center in Florida. Bob Dance is also a keen enthusiast of space, having a model of the Apollo Lunar Lander in pride of place at his home.



We were shown around the collection and the non-public, restoration areas and machine shops all of which were scrupulously clean, with acres of room, all the right machinery and just a great atmosphere in which to work. All have glass sides so onlookers can watch restorers at work. The Museum also has a private research library, again not open to the public, and fibreglass and paint shops. I had expressed an interest in the Lotus 1 Replica, also obtained at auction for the Collection, and my fledgling plans to build a 1:8 replica of the replica!?? No more was said other than to have browse, and pop back later.



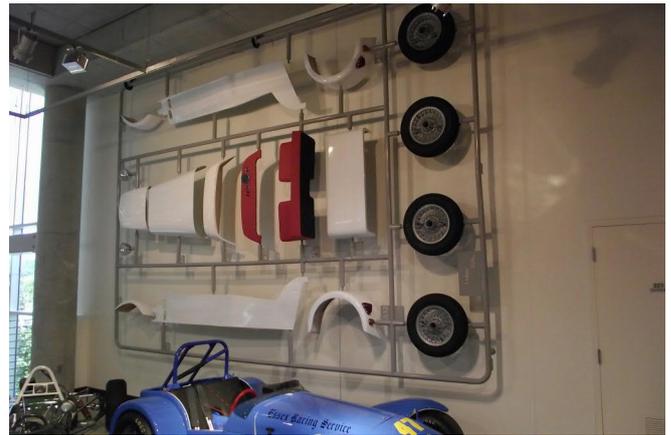
Barber Vintage Museum continued.....

During this time, whilst browsing the Museum Shop, I asked at the counter for a specific item I had seen in their web catalogue only to be told they were out of stock. However, they had run a race meeting that weekend and so the merchandising trailer was still in the paddock that morning and there may be some stock in that. Very quickly we were ushered into an air-conditioned mini-van and whisked away to the paddock which was nice because there was a motorcycle track day in operation so we were able to view the magnificent circuit and facilities.

Back at the Museum, Lee and John went up to the Lotus gallery, took the Lotus Mark 1 Replica off the display and wheeled it down to the lift before taking it to the basement area where I was able to take loads of pictures and measurements towards my future project plans.



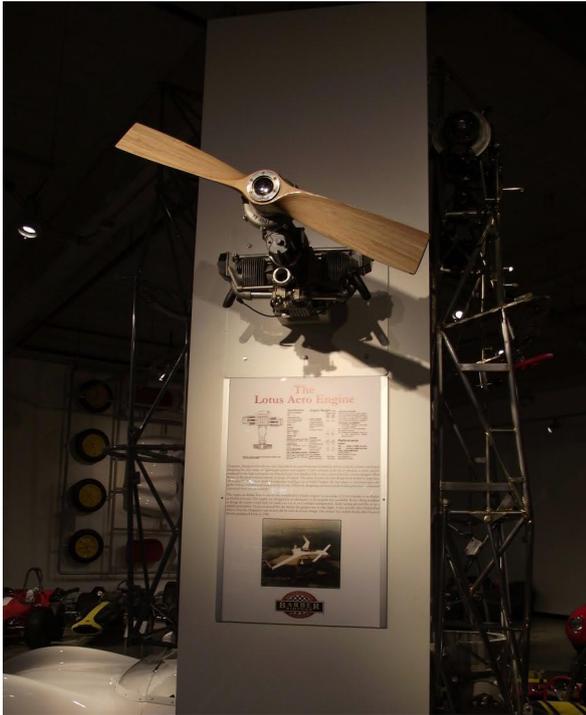
Up in the Lotus gallery are several interesting exhibits. Replica one and two take pride of place alongside the real Lotus Mk 4 and other models laid out in ascending type order. However, in keeping with the unique style of exhibiting throughout the museum, the Collection has its own take on model cars by having 1:1 scale 'Airfix' Lotus 7 and Lotus 11 'kits' hanging on the walls as if all the parts are still fixed on a plastic sprue. A stack of various junior formulae Lotus racers form a central tepee shape alongside the more traditional method of displaying cars with all four wheels on the deck. Two of the most complex Lotus ever built sit side by side, the gargantuan Lotus 64 four-wheel drive, quad cam, turbo charged Indy car from 1969, restored by Classic Team Lotus and the Lotus 63 Formula One version of a four-wheel drive racer. This 63 is the car which John Dawson-Damer lost his life in at Goodwood 2000. Subsequently his family had it restored and sold it on when the collection was split. The Barber collection is unique in that several later Lotus racers form a large part of the display, 101,



102B, 102C, 109 for instance take us from the all conquering DFV era right up to the modern age. In having the 109 and the 1 (ok so it is a replica), the museum is unique in having the first and last of what was to be Team Lotus competition cars. Mrs T was particularly taken by the colour scheme on the Lotus T125, the track day experiment that seemed to die a death and, not only that we were both impressed by the upholstery in the T125 cockpit, how unusual?

High up on the Tepee, there is a Lotus aero engine. Not long before Colin Chapman died, he had been working on another of his innovative projects, in fact a prototype, canard winged microlight flew in the USA at the time of his death. Colin being Colin had devised his Magnum 2.25 four stroke air cooled 480cc flat-twin motor of modular construction – expandable to four and six cylinders. It adopted direct drive with the propeller bolted directly to the engine to save weight and compensate against a poor power to weight ratio but achieving a 2:1 reduction in prop speed without any weight penalty. Renowned engine genius Keith Duckworth was scathing about the design suggesting it would have no capacity for damping torsional vibrations in the camshaft, something he learned with the DFV. In any case the project died not long after Colin but a very interesting exhibit at the Barber all the same.

Barber Vintage Museum continued.....



I think my favourite exhibit has to be Dan Gurney's Lotus 29 but as a motorsport enthusiast and a non-motorcyclist, the bikes are displayed in a wonderful manner taking the words 'stacking system' to a whole new plane, and, they are closely guarded 24 hours a day, it would be a good idea not to mess with the security team!!



Cast in order of appearance - Lee (left) , Me (middle) , John (right).

Throughout our visit to the Barber, it was all too short and not enough questions asked, the friendliness of the place shone through and one other thing. A deep reverence for the boss, no one mentioned him as anything other than Mister Barber. I would like to thank Lee Clark, John Viviani and their teams for their splendid hospitality. The Barber Motorsports Park is a fabulous place, savour every second when you go but I would recommend you visit. Perhaps in a year or two years when I believe LOG is due back in Town. Dan Gurney for President!!

JT

Lotus Eleven S.O.S

C'mon guys we need your help! By coincidence I had two recent requests for assistance from Kit Lotus readers about Lotus Elevens, both came out of the blue and both within a few days of each other. They are both about Le Mans Elevens but one refers to 1956 and on to 1957. I try and help but even having a large resource to wade through I have so far drawn a blank. These guys need our help, it isn't anything about me having anything other than the same knowledge and resource as the next man, but I'm pleased that readers think I can find a man that does have, so hear goes:

Chris Hewlett sent me these pictures of two 1:43 scale 1957 Le mans Eleven, he takes up the story

"I recently bought on ebay a PM 1/43 Lotus 11 kit that was built by MPH Models- Tim Dyke. I have been after a PM Lotus 11 unbuilt kit for a long time but I refused to pay about £45 for the only one I saw! However this built model was £35,so I am really pleased that I bought this one. I made the same kit years ago and I have included pictures of the 2 models, I have dismantled mine, so it may look a bit out.. Surprised at the colour he used on the same model. It's very dark and un-shiny, but extremely well made. This was water damaged, see the box! There is a nice small little plaque included, I think it's on the instructions picture. I want to make the 11 that Mike Hawthorn drove, I am assuming it was BRG? Does anyone have any colour photos?! I am still looking. I will keep the MPH built car for myself, overall pretty chuffed with it. Thought I could share with Kit Lotus! "



Although both are made the same scale, there is quite a bit of difference in the size, it would be interesting to know which one is the closest to 1:43. Getting pictures is often difficult, with mainly the internet and our own collections of books and magazines to root through. However, there are a couple of well known archivists who, because of their own life long passion, have amassed huge collections of images. One such is Ted Walker who owns Ferret Photographics in Gloucestershire, he may be able to help. His email is ted@ferret1.co.uk, website www.ferret1.co.uk

The next appeal also centres around the Eleven, this time it is about Spark versus BoS 1:18th scale and the help is requested from Hans Nordström from Helsinki. Hans (Hasse) has an enormous collection of Lotus model cars, one of the largest in the world in fact, and so if someone like Hasse, with a huge font of Lotus knowledge needs a hand, the least we can do his lend it.

I've published his request in its entirety as it is fairly complex and again, will rely on someone having clear pictures of the cars in period and as depicted in the actual race. This race being the 1956 Le Mans 24 Hours and the car in question is the Chapman/Frazer car, part of the three car Team Lotus entry which ended with big – end failure whilst lying second in class to the Porsche and just four hours before the end.

.....continued



Lotus Eleven S.O.S - Hasse takes up the story

"I have bought both the Spark and BoS versions of the 1/18 scale models of the Chapman/Frazer Lotus Eleven from Le Mans 1956.

When I ordered them I intended to keep both, but I've changed my mind and now intend to just keep one of them. However when I compared the models to see which one actually is the more correct one, I ran into problems making that decision. At a quick glance the Spark is the better slightly better quality one, with among other things a slimmer and slightly steering wheel. However there are many small details that are quite different comparing the Spark with the BoS one, and even if I have a very large Lotus book and magazine articles, I was unable to solve this problem due to being unable to find sharp enough photos or photos showing the car from the rear, so now I simply have to ask you weather you can solve this problem for me?

One thing, which might just be because of the slightly higher quality of the Spark is that the exhaust pipe is hanged in two clearly modelled hangers round the exhaust!

Another clearly seen difference is the shade of green used for the models. To get some idea I compared both to the green colour of my Elite, which today is painted in BMC's Spruce Green. The BoS is slightly darker and the Spark slightly towards grass green compared with the spruce green colour! Hard to say for me having only seen the Eleven in photos!

The placing of the rear view mirror should be easier finding a good photo, but I couldn't find a photo clear enough for this. The Spark has it hanging from the upper edge of the windscreen weather the BoS has it mounted on top of the dashboard!

Another thing which easily should be seen in a good photo is how the upper body is connected with the lower parts on the sides, Spark use "leather belts" BoS metal springs.

A third thing I was unable to see on my photos is how the oil filler or whatever it is which is at the end of the front wheel arch on the right hand side. On the Spark there is a slightly smaller petrol or oil filler cap than the one in front of the windscreen, on the BoS just a small hole in the body. I was unable to see the truth on my photos once again, but my guess would be that the BoS is the correct one?

On the BoS there is a red fire-extinguisher inside the car on the sill, on the Spark a much smaller thinner chromed item in the same place. Couldn't find any photo showing the inside of the car clearly enough.

On top of the left hand side at the rear the BoS have

The Spark has also a yellow "Le Mans" roundel on the left hand side of the car at the rear in about the same place where the angled vertical rear lights are on the BoS model, when the rear lights are in a horizontal straight line on each side of the "rear register number light" more centred too. This should be easy to detect, but I couldn't find any photo of the car from the rear!

If you or somebody else could solve which one is more authentic and what's right or wrong on each model, it would help me to decide which one I will keep, and if so I might contact Kit Lotus and let them know the findings too, as I might not be the only one looking for the truth here!"

Regards Hasse (Hans Nordström, Helsinki, Finland)



BoS above, Spark below, ok not quite the same car but both nice quality.



I'm busy wading through back issues of Historic Lotus Magazine to see if I can find some answers on the basis that this publication has some excellent archive material from readers not previously published. But, on the question of colour, this will always be subjective because no one picture can be as accurate as knowing the actual spec from either a BS number for instance or a RAL number. It is well documented that Lotus green would be what ever happened to be around the paint shop at the time. Here's hoping, please let me know if you find anything.

JT

Project 1818 including book review

Project 1818 has been very quiet so far this summer, inevitable as other activities and holidays take their places in the queue for our precious time. Having said that, a little progress has been made.

The wheels are finished and packed away until they are needed but I hope to have progress on display at Malcolm Rickett's Lotus barbeque this month. Finished in white, I spayed them and Peter popped them back in the lathe to pick out the aluminium rims. Wheel nuts are fitted and a very neat aluminium wheel centre. Completing the action is a set of RB Motion 1:8 tyre valves painted black.



During the last dose of looking at, given to the 18 by me and my fellow Kit Lotuseers, we decided that the spring/damper units supplied with the kit, apart from being actually oval in section, would always look like a painted piece attached to the model. I Had intended to cut away the top and bottom, use aluminium tube for the damper and replace the springs. However, from the magic of Pete's machining skills comes a set of new top and bottom damper sections. Combined with the tube centres and the new springs, these should look much more authentic.



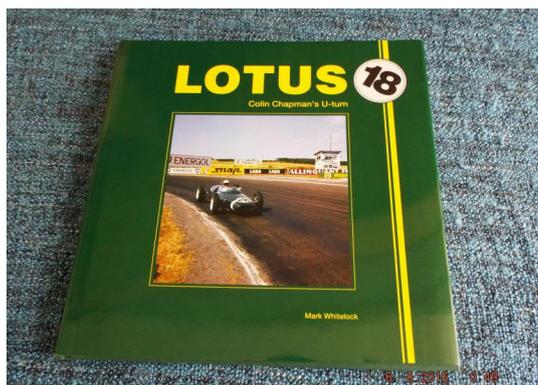
Any new Lotus book never fails to capture my attention and when Veloce published Mark Whitelock's book "Lotus 18 Colin Chapman's U turn" coming when I was engaged with my own Lotus 18 project, I had to buy it.

Whilst it doesn't have any great technical amount like the Haynes manuals have, It is a significant book nonetheless, charting the race history of Chapman's first ground breaking cars.

With many photographs I haven't seen before and an excellent writing style Mark has achieved a very readable book. Many of the pictures are helpful to modellers but there is one thing unrelated to modelling that sets this volume apart from other Lotus publications of recent years. It is the way it concentrates purely on the subject— the cars, quite refreshing. Some books have contained quite vitriolic comments about Colin Chapman with text often laced with conjecture, amongst historical fact. No such thing with this volume.

Although it doesn't say out loud, there seems to be a sub text that runs throughout the Lotus legend and a lesson that proved beneficial eighteen years on from the Lotus 18. The book describes how Team Lotus took the Lotus 18 to Argentina and although it didn't win, it sent rivals home to use the time before the next Grand Prix to make up the ground that the 18 had obviously stolen on from them. Not so with the Lotus 78, Chapman successfully held it back so not to show his hand too early.

Without realising it, the book highlights similarities with the Lotus 25, and the Lotus 49 in that early frailties and failures could well have cost Lotus an early constructors championship. Who knows what the history books would have said in 1960, 1962 and 1967 if the reliability had been better? Great book, buy one.



Bits and pieces

I happened to go to the Donington Grand Prix Collection recently on account that I hold an annual conference there for my day job. Nor for selfish reasons you understand ???? But my thinking is attracting 100 or so construction attendees to a formal conference here is much easier to do than in a bland corporate hotel. Plus, the room is reasonable and we get looked after pretty well. That aside, I spied these two beauties just inside the McLaren hall of all places.



Kit Lotus on the road—our full display will be proudly on show at Malcolm Ricketts Lotus open day 20th August.

This charity fundraiser is guaranteed to be packed to the rafters with interesting Lotus cars from road and track .

Nowadays, a front line Lotus on display in a museum is a rare treat, and although the museum was empty at the time, I still couldn't get close enough to read the chassis plates and identify them with any certainty.

Two kits in my collection awaiting building attention are a Tamiya Martini 79 and the Ebbro Lotus 72C, and so these pictures will at the very least assist me when I finally get them to the head of the build line.



As we have Jochen's car on this page, I thought I would complement it with this picture of the Le Mans Miniatures 1:18 scale figure of the great man having a well earned fag and a Fanta. In stock at the time of writing at GPM for around £33

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