



KIT LOTUS

Volume 9 Issue 6 December 2016



EBBRO LOTUS 72E by SIMON PARSONS

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Chris Doube - HIRO tribute to Elio

Kit Lotus Editorial—the world's only magazine dedicated to scale model Lotus

Welcome, and a Merry Christmas to all Kit Lotus readers. This is the ninth Christmas we have shared and this is the last issue of Volume 9. I sincerely hope this year has been a good one for you and that 2017 brings all you ask of it. 2016 has certainly been a great year for Kit Lotus and it is only a few short weeks away before Volume 10 begins the journey again. By then Christmas and the new year will be long forgotten, we will have eaten all the mince pies and we will have even been to Autosport but we will be deep in preparation for Race Retro where the new organisers have agreed in principal to invite Kit Lotus to the show once more as an exhibitor. However, before then we have issue 6 of Volume 8 to enjoy.

In this issue, Peter Pedroza lets us in to his latest project, a scratch built 1:43 scale Team Lotus Bedford Transporter for a special recipient. Simon Parsons has finished his Ebbro Lotus 72E in stunning style and I've plodded on with Project 1818.

Brian Fawcett, specialist model builder and pattern maker from Cromford, Derbyshire invited me to his man cave. Add that lot to news of new Lotus model products and the latest Lotus related books should keep you over the Christmas period and eager for more.

It wouldn't be Christmas without books about our favourite subject and this issue is no exception. Jim Clark's mentor Ian Scott Watson has penned a short autobiography and from the Haynes Owners Manual series comes the Lotus 79 owners manual.

As it is nearly Christmas and because it is something I have been considering for a while, and, because there is never a time like the present, I have some good news for all readers. From now on, there will be no more subscriptions, Kit Lotus is now an entirely free publication. There are a few reasons for this. Firstly, being a specialist Lotus collector excluding all other marques is a niche within a niche and over the last eight years, I think Kit Lotus has found all those model collectors and builders who fit into this category. We number in the hundreds not thousands. Secondly, quite a lot of those collectors have provided information, pictures or articles or all three. Their scant reward for all this is a free subscription leaving fewer "paying guests" than "non-paying guests" and as this sits a little unfairly, this has also contributed to the decision.

Thirdly, I'm really not keen on the idea of it becoming a business and as I approach official retirement from paid employment, I want Kit Lotus to remain 100% a hobby. You have all contributed to the original concept of Kit Lotus and helped keep it where it is, I very much hope together, it will carry on for some considerable time and being free, may appeal to those who would otherwise pass it by. Lastly, making it free means there is more scope to improve the website which is a little dated now. I will be able to set up reader accounts with individual passwords allowing anyone to register for free and the look and feel will be similar to the archive sections already in place.

In 2018, changes to the data protection act will also mean websites that hold personal data will have to strengthen privacy about any personal data held. I want to make sure Kit Lotus retains the minimum data possible as securely as possible, simpler download or web access will go a long way toward that.

Until then, new subscribers will have to enter via the 'subscribe here' page which remains as a shopping cat but with zero value. Hopefully there will be a continuing bright future for Kit Lotus as it approaches its 10th birthday in 2018.

Just as you receive this issue, a young lady whom many of us have got to know will be slipping away from her job at Classic Team Lotus to have a baby. Sapphire Nichols, the CTL Merchandising and Events Coordinator looks after us all when we visit Hethel, using her expert knowledge of Lotus when guiding us through the works tour. Sapphire is a true friend of Kit Lotus and she takes her temporary leave with all of our best wishes. Sapphire's replacement is Stephanie Clements (Steph) and we look forward to meeting her very soon.

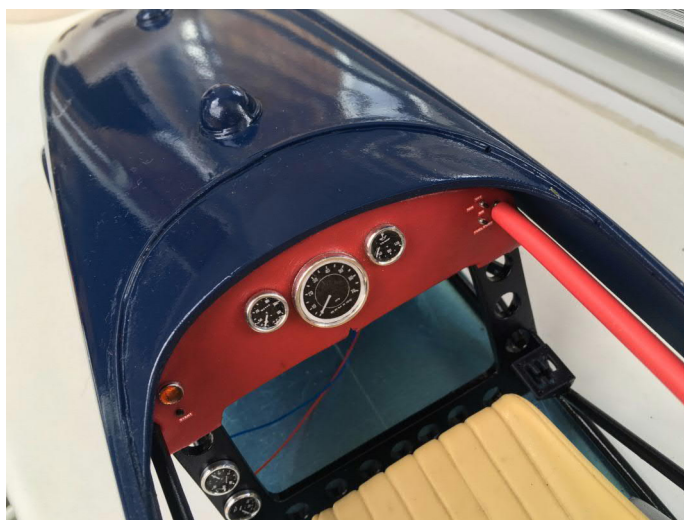
2017 is looking promising with some notable anniversaries, not least the DFV and the Lotus 49, both subjects that will be widely covered both in print and as part of our roadshows. Both the Lotus 7 and The Lotus 14 Elite have big birthdays as has the race debut of the Lotus 78 at the start of the ground effect era. Lots of subjects to cover so if you feel like sending me your pictures and stories, let me know.

Have a great Christmas.

Project 1818

Getting back into the swing of building Project 1818, I showed last month that its first iteration of paint had come out too dark. Well, I'm now on the fourth tin of Humbrol Midnight Blue, a much better colour and close to what I believe the right colour to be. I say fourth tin because I just can't seem to get the finish. Second time around I managed to let a small hair settle of the front body, yukk !! Out came the 1500 grit and a session of rubbing down to a nice matt finish with no hair. Third time around again, all was well then some specs of dust appeared on the rear body section, more yukk, more 1500 grit and yet another can of paint. I put this down to impatience so the car was rubbed and ready for the right day to make sure the garage is clean, heated and ready for me to paint. I think the issue was painting something so big outside the spray booth which is just a tad too small so, I gathered some nice thick cardboard to make a temporary, wider enclosed throat so the spray booth could be used be fully used. I thought that it best to wait until warmer weather but just last weekend, a dry mild weekend was forecast. Time to take the bull by the horns. My workshop space at the end of my garage consists of a 'U' shape of counter tops but only the width of a standard garage. Perfect for my portable spray booth up to 1:12 scale parts but a bit tiny if I am to ensure the spray booth exhaust can reach the window and still give me space to rotate the bigger components on a turntable whilst I spray. So, some improv was required. I took a plank of wood across the corners of the bench where it turned right angles across the back of the garage and, using the thick card, I constructed an annexe to my spray booth that would fit a turntable big enough whilst still having the extraction properties. To ensure the temperature wasn't too low, I set up a heater on the opposite bench being careful to switch it off at the point I was going to spray. The upshot is a finish I can be happy with on the Lotus 18 body.

Quite a lot of work is going in to Project 1818 without much visible sign of progress, but then I suppose having to source and make parts rather than just reach into the box is one of the joys of such a project. As each bit is made, I'm having to decide the build sequence if I am to avoid sticking/fastening something in place then realizing I should have fitted something else first. I am almost ready to start fixing stuff together, concentrating on, getting the new scratch built parts together and that all important commodity, time.



All of a sudden, bits of plastic and everyday items get scrutinized as potential components or raw material for scratch building bits of the car. The brake and clutch fluid reservoirs for example, I made from one of those rubber tipped pens used on tablets and smart phones which I picked up as a give away at a trade show.

A pack of guitar strings, well twanged of course, has provided the actuators from the pedals and the throttle cable. Also doubling up as brake and clutch fluid piping, this guitar string stuff is a bonus. I've chosen to use a matt clear acrylic on top of blue for the seat but the steering wheel like all Lotus remains red. Guitar string also provides the sensor line to the oil tank and as the pressure line back in the direction of where the engine would be.

All of the suspension arms and radius rods have been polished and painted with a clear acrylic, drilled where required and prepared to fit. The top rear suspension mounts were the first parts other than the chassis frame to get glued, I used UHU 5 minute epoxy here. Next job is to fix the bottom suspension wishbones to the rear sub-frame and the rest of the shock absorbers. This will be done on a flat surface with the sub frame fixed and plumbed vertical. I think that is enough to be getting on with at the minute. More later.



Pete Lovely Lotus 69 from Spark

We have become accustomed now to Spark producing somewhat obscure 1:43 model race cars from their resincast behemoth that would have, up until now, been purely the domain of our artisan model makers working in resin and white metal. So it was no surprise when their latest Lotus offering popped up, the hybrid Lotus 69/49 driven by American privateer Pete Lovely.

In 1968 Pete Lovely agreed to buy a 49 from Colin Chapman beginning a saga that would roll on for several years until proved that the car Pete bought, far from being 49R11, which he chose because 11 is the same spelling of his wife Nevele's name in reverse, was in fact 49R2, driven to Grand Prix glory by the Jim himself in 1967. By the late sixties Pete was racing purely for fun, often failing to qualify and producing only lowly places when he was able to finish a race. You might ask what has this got to do with the Spark Lotus 69? Well, Pete earned his living as a very successful Volkswagen dealer in Tacoma, Washington and, he owned a vehicle restoration business in Puyallup where he kept his stable of race cars including his Lotus 69 formula 2 car. In 1971, Pete decided to graft the back end of his extra special Lotus 49 – I don't think he knew the provenance back then of the Lotus 49 bits he has using – on to his Lotus 69, entering both the US and Canadian Grands Prix of that year with backing as usual from his Volkswagen dealership. Again little success but if you are enjoying it, what is to worry about?

Spark has captured Pete's hybrid 69/49 quite nicely, as you would expect, but with some areas of the model looking a little out of place. The inlet trumpets are a little high and some of the plumbing looks a bit oversize. Plus, I think the brave attempt to recreate the tread pattern which appeared on slicks back in the day has turned out a bit heavy and gives this model a bit more of a toy look than a detailed replica. Other than these minor issues, it looks a really nice addition to any Lotus collection.

Back in the early days of Kit Lotus in 2008, I had planned to ask Pete for an interview during a trip to the Pacific North West. Jim Marsden got me a telephone number for Pete so I gave him a ring from the UK and after a couple of attempts I got through to speak with him. We chatted about the possibility of me coming over to visit him in Tacoma when I arrived in the USA, which he was amenable to, before going on to talk about some of his exploits at Laguna Seca, Monterey and Mosport Park (not always in a Lotus). I found him really easy to get on with, it was a pleasure to talk to him and I really looked forward to meeting him in person. Later that year when I arrived at my friend's house in Olympia, I spent some time on the phone trying to arrange our agreed meeting. Sadly I couldn't get a reply despite leaving a few answerphone messages and the meeting never took place. On returning to the UK I learned that it was around the time Pete's wife has passed away so it was reasonable to expect he wouldn't be available. I never got to meet him before Pete sadly passed away in 2011, aged 85.

JT



Any Lotus Christmas has to feature books and 2016 is no exception. There are two books out at the moment Kit Lotus readers may be interested in. The first to mention is written by Ian Scott Watson, the man most of you have to blame for becoming Lotus fans because it was he who discovered Jim Clark and almost without exception, those model collectors we meet at shows, confess to Jim Clark being their reason for having the incurable Lotus disease.

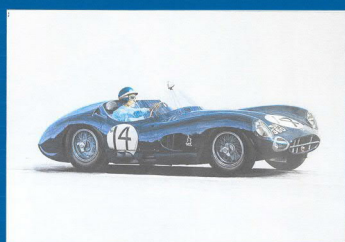
Ian's book, available in paperback for around £9 quid is a light hearted and largely anecdotal story written over a period of 20 years. Ian maintains this isn't just another Jim Clark book. However, the Jim who Ian knew does occupy many of the pages both as a friend and an incredibly talented driver, so we should find more than a passing interest.

The book is based on Ian's memoirs of life, not just about Jim and motor sport. There are chapters about Ian's childhood and wartime schooldays forming part of the story and are worth reading as an indication of Borders life before and during World War 2.

Ian has spent 50 years in architectural design work and recounts how he and his friends in the Scottish Motor Racing Club designed, raised the finance and built the first purpose-built Scottish motor racing circuit in less than six months and for less than £25000.

Black Sheep in the Fast Lane

IAN SCOTT-WATSON

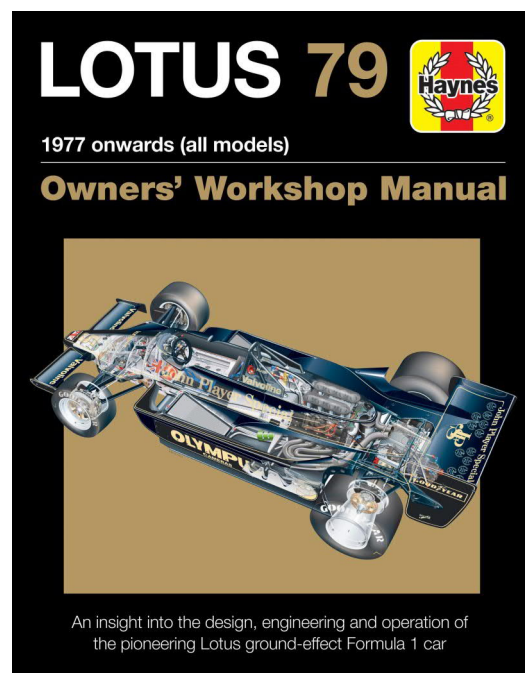


Memoirs of the man who launched
Jim Clark
on his way to being Double World Champion

Inevitably, the story contains how the Scottish Motor Racing Club came in to being along with the story of Border Reivers, Colin Chapman and Ian's Lotus Elite. Chapters on farming and sailing which equally formed part of Ian's life are included along with pictures from his own scrapbook, many of which are

previously un-published. The reader will discover why Ian describes himself as the black sheep of the family and his recollections of other 'black sheep' he has met along the way.

The second book sits in the series of Haynes Owners Manual, this one pertaining to the Lotus 79. Like it's counterparts about the 49, 72 and 98T, you can rely on this book to provide lots of detail with some brilliant photographs, perfect stuff for those of us who build kits and can't exist without super detailing.



Motor Sport journalist and PR specialist Andrew Cotton is the author of this one, capturing everything we know about the 79, which, with its classic JPS black and gold sponsorship colours, was the first F1 car to fully exploit the potential of ground-effect aerodynamics. Designed by Colin Chapman and his engineering team, the Lotus 79 dominated the 1978 World Championship, taking US driver Mario Andretti to his only F1 World Championship. Lotus's two drivers, Mario Andretti and 'Super Swede' Ronnie Peterson proved almost unbeatable, with four 1-2 finishes during the season. During its career, the Lotus 79 won 7 races, took 10 pole positions, and won the last drivers' and constructors' championships for Lotus. Featuring input from the engineers and drivers who were instrumental in the car's success, including Peter Wright and Martin Ogilvie, this Manual includes numerous contemporary photographs, in addition to detailed images of Lotus 79 in the workshop today. A fascinating insight into an iconic F1 car.

So that has made Santa's job easier, make sure he gets your letter in time to deliver this brace of Lotus reading.

JT

"Now then, about this gearbox" - caution genius at work part 3

Some time ago when I built the Jackie Oliver Lotus 49 in 1:12 using the Tamiya "49B", I bought an aftermarket resin ZF gearbox from Brian Fawcett and featured it in Kit Lotus as part of my build description. Just recently and for no other reason than some 1:12 Lotus 49 parts were cluttering up my toolbox, I decided to tidy up and put the parts in the box of their intended recipient, yet another 1:12 Tamiya Lotus 49. I have the kit, I have a replacement nose cone and a nifty set of machined wheels I got from Germany. This particular model is earmarked as Jim Clark's 49R4 from the South African Grand Prix of 1968. This would complete my set of the Zandvoort car, Jim's first win in the 49, the South Africa car mentioned here and Jim's last ever World Championship win and finally, the Tasman 49 from the 1968 Australian Grand Prix, Jim's last ever race win.

Before packing the parts away I decided to get the rest of the stuff I will need when it emerges on the surface of my "kits to build list". Thus an Ejan ignition set and a set of Model Factory Hiro air trumpet meshes were obtained from Hiroboy and I decided to contact Brian again for a late year ZF gearbox. Job done, but the plots thicken.

I got an email back from Brian to say that he has started a comprehensive corrective exercise for other parts of the Tamiya Lotus 49 and the DFV engine, would I be interested in hearing about them? You all know me, never being one to pass up a Lotus opportunity, I was round there like a rat up a drainpipe.

Brian lives locally to me some thirty minutes drive over in Cromford, the cradle of the Industrial Revolution and the start of the Derwent Valley World Heritage Site containing the world's first factories. Just a stone's throw from Richard Arkwright's water powered mill, Brian lives with wife Kath in an unassuming semi which from the front belies the secrets and wonders that emerge from the back garden. His back garden is a modellers wonderland with various outbuildings containing resin moulding equipment and stacks of parts waiting for dispatch to various model manufacturers but at the top of the path is the main workshop, a typical modellers den. Which is where I met Brian.

We have in fact met many years before, Brian was the first person ever to buy something from me on ebay, which unsurprisingly was a box of Tamiya 1:12 models from my first iterations as a teenage model



All of which had been subject years of dust and being moved, packed, damaged you know the rest But to a serious modeler, a rich vein of spares and inspiration.

Back to the present, Brian was working on a revised Cosworth DFV block, an early version, with revised plumbing and correct casting detail. His plan is to produce a block of fewer parts than the Tamiya version but with the bottom dry sump section being separate. The DFV of course is a natural progression from the ZF transmission.

Brian has resin moulding off to a fine art, producing patterns and moulds along with a host of components for artisan model manufacturers. Subjects include buses, aeroplanes, tractors, military, virtually everything you could think of. The quality of his casting is really super. I say his castings, wife Kath seems to be the chief moulder but she scampered away when a hint of the camera came out.

Using mainly brass as a favourite medium for patterns, Brian then creates the mould from a polyurethane rubber mixture surrounded by a rectangular box of a size appropriate to the mould. Brian said not to mention his secret but it is so good a story, his mould boxes are made out of Lego bricks.



Genius at work continued

Kath mixes and pours all the resin then pops the whole lot into one of three vacuum pots which extract the air from the rapidly curing moulds. Over 25 years experience ensures you are unlikely to find any pin holes in Brian and Kath's castings.

I asked Brian why the 49 when it is obvious from the treasure trove of unmade kits filling every nook and cranny not occupied by reference books from aircraft to everything or, by his machine tools, surface plate, height gauges, that he has interests other than Lotus. He confessed to this being a tough question to answer...." A number of reasons why probably. Obviously it's a beautiful car, perhaps the start of the three litre formula was time I really started to follow Formula 1. Other cars from that era interest me, I would like to scratch build a Cooper Maserati and a few others. I was always a fan of Graham Hill. The fact that the Tamiya Lotus 49 has been around for so long and needed correcting must be part of my reasons – that's all that comes to mind at the moment"



Brian's workshop epitomizes everything we modellers aspire to, rammed to the rafters and surrounded by everything you would ever need with projects that you will never ever get to finish despite all good intentions. His neat LED task light provides the pool of concentration central to his bench, the vortex from which everything that happens emanates from, and which is then placed in an ever decreasing circle of space because everything is needed (obviously) and can spring immediately to hand without ever looking up from the task in hand. Pure modelling at its finest, a veritable cave of Alladin. Plus, a partner who knows how best to mould intricate resin components, Lego or no Lego and without a pin hole in sight.

The fascination of Brian's serious man cave makes it hard to concentrate on the 49 project. Part of the purpose of my visit was to discuss potential other components we mere kit builders would like to 'jazz up' our 49s to a bragging level of authenticity – not that the Tamiya kit is anything but super in its own right- but the potential for Brian to capitalize is quite large. By detailing the DFV, its throttle bodies and linkage have also had a dose of Brian's meticulous attention. His prototype for the throttle slides have amazing attention to detail even on the underside where no one will ever see but you, the modeler will know. The obvious changes for me would be the steering wheel, the shape of the nosecone, the other elbow cut out missed by Tamiya, even the extra padding used by Jim Clark could be done. But, The biggest single difference between a 49 and a 49B, the bottom radius arm mounts, would in my opinion be the most popular correction. We would at last have half a chance of building a Lotus 49B driven by Graham Hill straight from the box. Graham did of course drive a Gold Leaf 49 to famous victory in the 1968 Spanish Grand Prix so we can at least pay tribute to him by building a wingless 49 from that race. By using Brian's after market parts that model could be really something else.

There is a hint of new investment into a small white metal casting plant that would move Brian into a new dimension. The suspension rocker arms could be tackled, possibly a 49B to follow with its revised rear sub-frame rather than the original fir tree and those bottom radius arm mounts with new radius arms.

On the commercial side, Brian is all too familiar with the cost of some of the aftermarket stuff. In answer to my asking why the price of the resin gearbox is so reasonable, he maintains his affinity with modellers and prefers to operate at a level which satisfies his needs and ensures regular custom and judging by the amount of components waiting to be packed and posted, that philosophy holds good.

Brian will keep us posted about his Lotus 49 project, I'm sure there will be a ready market for each and every component if his gearbox and the revised engine block are anything to go by. The gearbox is a steady seller and the Tamiya 49 is still very popular.

Find Brian at

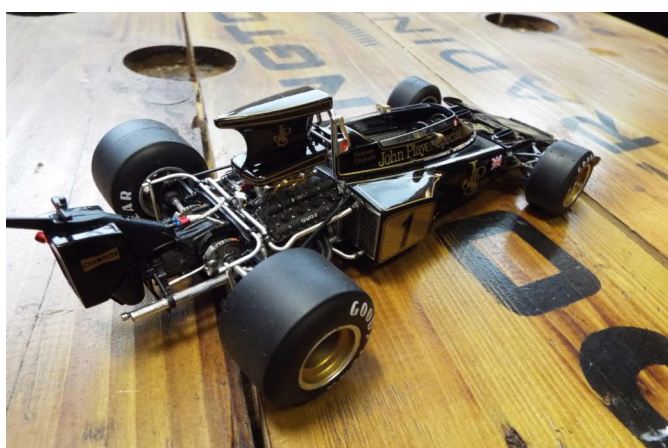
www.fawcettmodelsandpatterns.co.uk

Ebbro Lotus 72E by Simon Parsons

When Simon Parsons sends me some pictures of his latest model build, I just know it will be something tasty. Ever since he first sent pictures of his 1:43 Mk IX covered entirely in bare metal foil aluminium back in 2008, his build quality has remained extremely high. I mentioned at last year's Race Retro that I can't recall ever seeing a better plastic kit build than his Ebbro Lotus 49. Our cover picture this month sets the scene on Simon's latest Ebbro Lotus 72E from 1973, complete with its deformable structure under the new F1 rules taking effect that year. Simon was once a 1:43 scale die hard but his recent forays into 1:20 scale (probably all my fault) has seen him really get a taste not only for the kits but the array of after market detailing bits that are available seemingly in an effort to outdo each other in the 'how much detail can we get' stakes.

Such is Simon's switch to 1:20 scale that when I quizzed him about the extra stuff he had put into the standard box build, he referred to the Ejan DFV Ignition upgrade as 'the good old Ejan DFV upgrade kit', which I agree should be first on the list for any Lotus kit upgrade of the DFV era.

Not content with just that, highly detailed though it is, Simon also opted for photo etched catch pins and some Top Studio toggle switches – we are talking about a man whose toolbox pride and joy is his 'little nutter' rivet maker for 1:43 scale so 1:20 scale details like this must be massive in comparison!!



Having the DFV Ejan set prompted Simon to use the Model Factory Hiro replacement cam covers but confirmed he wouldn't use them again unless he was sure that the aftermarket bits were the same size as the cam covers provided in the kit. Resorting to some serious bodging of the engine bulkhead to get the covers to fit probably enhanced his negative view.

To get over the lack of fag packet insignia, the TABU design full set of replacement decals is always a popular choice for most things JPS, but Simon found these unobtainable. A set of MSM sponsor decals fitted the bill to use with the rest of the decal set provided in the kit. It has to be said that the original Cartograf decals are very difficult to beat in any case so complementing them with the MSM extras seems a wise choice.



Simon prefers the Tamiya aftermarket seat belts for his subjects, the Set A harness covering this piece of the jig saw. A root around his spares box turned up some instrument bezels left over from his previous Lotus 49 and some red and blue anodized MODELLERS hose fittings which when put together with the very fine 1mm MFH mesh hoses ensures his plumbing also looks the part. Simon gets a lot of his bits from HIROBOY in Cirencester, where a rapid service is always assured, don't look too hard into his catalogue, it is dangerous and should be covered by a wallet warning!!

We haven't said a lot about the model. Ebbro do a cracking job of 1:20 Formula One, and most other models in fact, stepping into the void left by Tamiya. I just wish someone would be brave and set about a 1:24 scale Lotus Cortina. Simon's build is just ace so I will let you judge from the pictures.



Team Lotus Bedford Transporter

Always in Kit Lotus, we feature projects as they progress, take my Project 1818 for example and Peter's amazing wire wheels – part two of which will be in the first issue of Volume 9 after Christmas. Pete has broken off from that project for a while to fulfill a commitment made during our last visit to Hethel.

At the moment race car transporter models are quite popular with the commercial resin casters having a field day in releasing variants for many teams. Kit makers too were at the start of this market, take the superb SMTS Team Lotus transporter for example whose niche in the market was hit hard by Spark's diecast version. The early Team Lotus Bedford and the SMTS Thames 400E being other examples along with Sparks later slab sided Team Lotus Transporter from the JPS era.

What doesn't exist is the Bedford used before HMS Hethel came along and during a conversation with Peter and Bob Dance, it emerged that Bob has quite a bit of information on the Bedford. Pete took the opportunity to design and build a 1:43 version from scratch using the information provided by Bob.

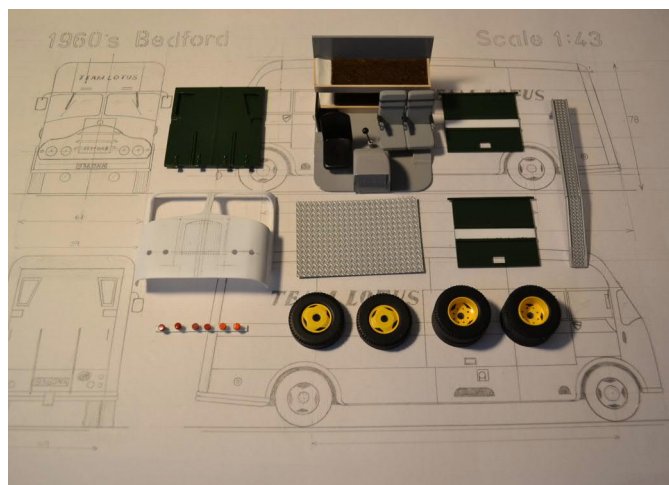
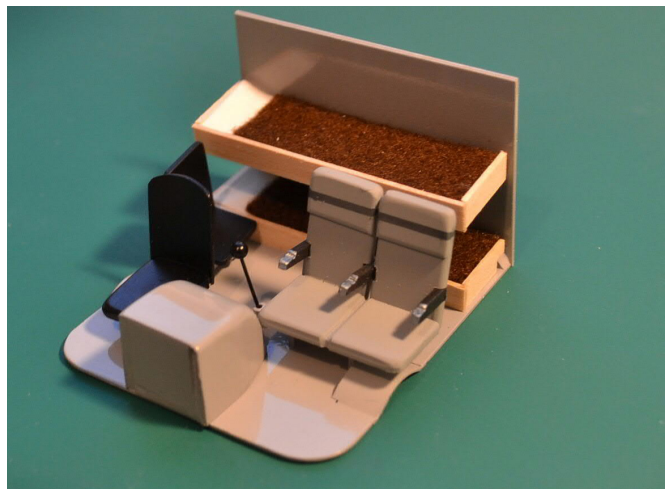
I think most readers realise that Peter is guilty of serious attention to detail, the Bedford being no exception. Everything starts with a drawing, Pete's lifelong engineering disciplines automatically take over with everything he does. Jigs and fixtures are another hallmark of his models whether it is roll over bar bending template or a cutting pattern for a body side, everything gets the treatment.

Back to the Bedford and how do you make 1:43 scale wheels? Simple, in several parts starting with a brass tubular section for the outer rim, to several resin turnings to build up the centre.



TEAM LOTUS

Interiors are very important, for one thing, they need to house the cars, hence the size check with the Lotus 25 and yes, you are seeing double, but more of that later. The drivers cab houses the compact and bijoux living arrangements, a couple of bunks and at the side of the driver a Boeing 707 is missing a couple of seats. That's about the story so far, when finished the build story will unfold in a later issue.



A Hiro for Elio—by Chris Doube

I was always a great admirer of the talents of Elio de Angelis. Not just because he was a Lotus F1 driver, which in itself is a huge achievement, he was also gifted in many other areas, being a concert standard pianist and an excellent athlete as well as being born into a very wealthy family. He overcame the label of being a rich kid who had bought his way in to Formula 1 and showed his great talent and skill with his first year with the Shadow team. Colin Chapman saw his potential and signed him up for the 1980 season as number 2 to Mario Andretti. His foresight was soon rewarded when Elio finished second in his second GP for Lotus and went on to have a good year in the Lotus 81 which was not a great car, learning a lot from Andretti. In 1981 at the age of 22 he was promoted to number 1 driver with Nigel Mansell who initially over-

He still won his second GP in San Marino and beat Senna to pole position in Canada as well as numerous podiums. However his position was impossible and pride probably would not allow him to accept the number 2 drive offered, so he left for Brabham and the disaster to come.

As a passionate Lotus enthusiast in far off Australia I cannot forget the genuine sadness I felt when Elio left the team, as opposed to the joy and relief the previous year when Mansell left, and only 6 months later the grief experienced when he died. 30 years on I still remember Elio's smooth driving style, perhaps lacking the spectacular risk taking of Senna or Mansell, but still a very great driver and I decided to build the 97T in his honour- a Hiro for Elio.



Having already built the 98T I thought I was fairly well prepared for the challenge of the 97T as both cars are very similar in outward appearance, in reality the only parts the two have in common apart from most of the engine (from Renault) are the front wishbones and the back of the gearbox. The mirrors are the same on both kits but should be different on the 98T (more rounded). One of the most rewarding aspects of building these kits is that you can appreciate the amount of design and development work that has been undertaken in just one year between two cars that the casual observer would be

shadowed him but Elio soon asserted himself over Mansell being a much more consistent performer, culminating in his first GP win in 1982, the last of the Chapman era. Despite having the Renault engine 1983 was a poor year for Lotus as they were recovering from the void left by the loss of Chapman. In 1984 with new designer Gerard Ducarouge's excellent 95T Elio had his best ever season finishing 3rd in the world championship the only unfortunate occurrence being his failure to see the humour in motorsport journalist Denis Jenkinson's comment that "Lotus was the only team with two number two drivers". The arrival of Ayrton Senna in 1985 was not good news for Elio, Senna's ruthless singlemindedness was too much for Elio's sensibilities.

hard pressed to tell apart. All of these changes brought a new set of difficulties during the build. For instance, the top section of the monocoque needed a lot of filing to make it fit together and the engine mountings are much more complex, whilst the radiator, intercoolers and turbos were a better fit. There is actually more detail work in the 97T as it uses the split rim speedline wheels, with the gold centres being held in place by 18 tiny metal rivets to simulate the bolts whereas the 98T used the one piece Dymag wheel.

Continued.....

A Hiro for Elio continued.....

In addition, the body top required a metal piece on each side to be set in place according to which version you build, the early season car had a slot for the turbo intakes and the late version had periscope type intakes, as well there are winglets on the body top and vertical wings behind the front suspension to separate the turbulent air from the front wheels from the airflow to the radiators. The 98T also uses a trapezoidal chord front wing all unique in 1985.



The 97T is the seventh large scale Hiro that I have attempted and has had the least problems, it is still extremely demanding of the builders time and ability but I think easier than the earlier cars because the major components fit together better. In my experience with these kits, the tiniest part will fit perfectly yet the engine panel or body parts can be a mile out! The 97T and the 98T are much better in this regard. Personally, I think the 97T is as a model because the polished alloy and gold wheels are nicer than the black ones on the 98T, also the seat belts are red instead of black and stand out creating more visual interest,

After all these builds it is probably time that I surrender myself to the Hiro 12 step rehabilitation programme!!

CD

Bits and pieces



The 1974 Race of Champions at Brands Hatch continued the swansong of the iconic Lotus 72 in John Player Special livery some four years after its birth. On this day Jackie Ickx was the pilot whose exploits overtaking the leading Ferrari on the outside of a rain sodden Paddock Hill bend took him straight in to legend. That win was the best from Ickx during his spell at Lotus and disillusioned, he left the team short time later.

Spark has recreated the car in its 1:43 resincast scale very nicely, obviously you will need to find some after-market sponsor decals but that is a task we are coming accustomed to.

Studio 27 has turned its attention to the carbon footprint of the Lotus 102, or, more to the point the Tamiya Lotus 102B and it's rarer stablemate the 102D, with sets of its nicely detailed carbon fibre decals for that essential upgrade.

That's all well and good but you then have the dilemma, do I buy them or not because there are the said kits, sitting on your shelf saying "build me, build me" whilst all along you know that something else will be built first. All it serves to do is increase the value of your unbuilt model inventory as you un-parcel the said decals from the morning post having succumbed to the temptation, and slip the said decals in to the respective kit boxes. This Lotus disease is getting expensive, where will it end?

JT

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