



# KIT LOTUS

Volume 15 Issue 1 March 2021



## Young talent shines out in Jim Clark artwork

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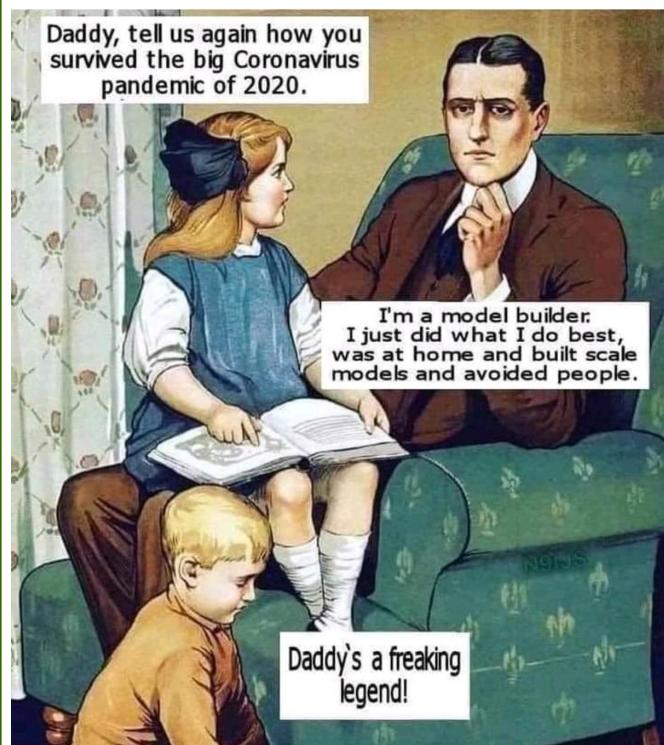


Rare 1:24 Joker Lotus MkVI

MARCH THE MONTH FOR PROSTATE CANCER UK—see page 24

By the time many of you are reading this some of you (age thing) will already have some immunity to this dreaded pox that has blighted the world for the past year or so and we can be looking forward to getting out and about. I truly hope so and I also hope that whilst you have been incarcerated in almost perpetual lockdown, Kit Lotus has gone some way to preserve your sanity. I don't think it is by accident that the magazine has expanded the number of pages each issue, I think it is a reflection on the time you as readers have had to contribute articles and pictures and for this I am extremely grateful. It has made the production of Kit Lotus even more enjoyable and helped me compensate for missing those outside events. But now we find ourselves on the cusp of normality and Kit lotus has quietly progressed through yet another volume it can be officially classed as a teenager becoming thirteen years old with the issue of Volume 15.

The journey continues with Issue 1 and some great news. Just as Boris was giving us his road map for lifting Covid restrictions by 21st June here in England, a very welcome email inviting Kit Lotus to Malcolm Ricketts Lotus Open Day on September 11th arrived, at last something to look forward to.



**Error correction -**Last issue I referred to the MEA Kit43 Ron Harris Lotus Transporter as a kit when of course it is a ready built model from Bruno Mea. Apologies for any confusion.

A very mixed bag of Lotus offerings this time and once again the talent of readers shines through with some excellent builds. The experiences shared are invaluable but what I won't do is seek to criticise the work of fellow model builders or the preferences of fellow model collectors. Offering a critique of a model whilst building it is the prerogative of those who part with hard earned cash and have a right to a level of expectancy, much like I have done with my current Lotus 25 project and the letter from Hasse in Finland regarding his MEA experiences. Offering criticism between model builders interpretation is quite another thing and goes against the values of Kit Lotus to celebrate all levels of talent and achievement in our great hobby.

Celebrating talent this time begins with a young artist whose work quite rightly I think, adorns the cover page. Her Jim Clark artwork is fabulous and I trust some of you will ensure that copies of the print will become very rare, very quickly.

Art provides a second helping with more talent on show courtesy of Alain Longueville with some of our favourite Lotus images produced in various mediums . Contact details for our two 'featured' artists are included.

Kit Lotus is becoming a great place to explore the model building of the past, even if it is the recent past and this time I'm indebted to Carel van Kuijk for his information regarding JOKER kits. After seeing his super Mark VI it was definitely a subject to share with you and attempt to pry more information about this Japanese Kit maker from readers, I know there are more Joker models in the hands of Kit Lotus readers (Chris) which would be wonderful to see so please get those pictures out. It will help build up a greater picture similar to the narrative we need for other defunct model ranges such as MERCATOR and MARMANDE. Not everything is brand new and shiny, we need to keep a handle on what has preceded the technically perfect stuff which tempts us all today.

I would describe all model builders as artists, you only have to skim through the pages to see the confidence.....



## Editorial continued.....

.....translated into models. For example Paulo Giardino who transforms 1:43 models for Claudio Giannone is confident enough to rip two perfectly good models apart with major surgery knowing that he will produce the desired outcome. Likewise Paul O'Farrell whose 1:12 Lotus 78 build (part two) is included along with Imrran Malik's stunning 1:12 DFV engine and Chris Doube's amazing Caterham all demonstrate a willingness to share their experience and inspire we lesser mortals to keep model building. Thanks guys, please keep inspiring us.

In the market place, new releases of various Lotus model subjects continue a pace. From Colin Chapman's Cortina to the beautiful resin casts from TECNOMODEL, it is quite difficult to keep up. I'm just glad my collecting passion isn't for diecast and resicast, I would have to go back to work to fund it all. The question of funding did arise when I saw the notification that POCHER were releasing a 1:8 scale kit of the Lotus 72 in the guise of Emerson Fittipaldi's 1972 British Grand Prix winner. Some things just have to happen so I have placed my order despite the £650 price tag, however, HORNBY GROUP who own the POCHER brand has offered to keep me posted with progress of the kit to share with you before its planned October 31st release date. My justification lay in picking up a few days consulting work which will more than cover it so I have absolutely no guilt or shame for committing (says he, whisper it quietly to Mrs T).

I was speaking to one reader about the TECNOMODEL releases and the brace of Lotus also in 1:18 scale resicast coming from Grand Prix Replicas in the shape of the Lotus 76 and the Lotus 98T. He feared that the future of 1:20 model kits may be .....

..... seriously dented by the seemingly cascading offers coming out of the resicast world in the larger scale. With the advent of digital technology it seems this stream of superbly finished and mostly very accurate models in the larger scale may well affect the kit market pretty much in the same way that the effect on the 1:43 scale kit market is perceived. The detail in this type of model would have previously only been seen in specialist manufactured kits. They are so good nowadays that we longer take any significant number of 1:43rds to exhibitions because the question always arises if they are MINICHAMPS or SPARK. That may well one day be the case of 1:20 but, for the moment the take up of kits and the satisfaction of building that model will prevail for model builders over the instant gratification that resicast/diecast brings. One thing is certain, there will always be options whether you are a collector or a builder.

Talking of builders, I spoke with Mike Serrurier recently and he told me that he is intending to reprise his offering of early Lotus models in 1:43 so if you missed the MK1, MK2, MK3 and MK3B, MK 4, Lotus 23 or Lotus 17 first time around, he may be able to help you very soon. He is also working on a LDS, built and raced in South Africa by his uncle Doug. Mike can be contacted at [mikeser@telkomza.net](mailto:mikeser@telkomza.net)

Lastly, and unashamedly, I've included a very important begging letter.

Please keep your model experiences and comments coming, I hope you enjoy this first issue of Volume 15 as much as I have producing it and a happy thirteenth birthday to Kit Lotus.

JT



*Trapped ..... Nelson Piquet executes a quick getaway from his Lotus 101 trapped on a dining room table somewhere in Greece. More super work from James Schixas.*

## Lotus art from a new young talent



At the risk of sounding sycophantic, Peter Pedroza has huge amounts of talent when it comes to model making, his son Andy has also contributed much technical know-how over the years "as one of Kit Lotus main sponsors", now, over the horizon from the Pedroza dynasty comes yet more talent in the form of Peter's Granddaughter Mia and Andy's eldest daughter. Not notwithstanding the talents of his youngest daughter Lola, who whipped the ass off everyone bar one at a Scalextric event during a Lotus event in Leeds some time ago, Andy's eldest surprised her Grandad this Christmas with a superb, framed pencil sketch of Jim Clark three wheeling his Lotus Cortina through Bottom Bend at Brands Hatch back in 1965.

Peter sent me an image of the sketch and like him I was blown away to the point I had to ask her if I could share this with you and to check if this talent will find its way into more motorsport subjects and by that of course I mean Lotus subjects.

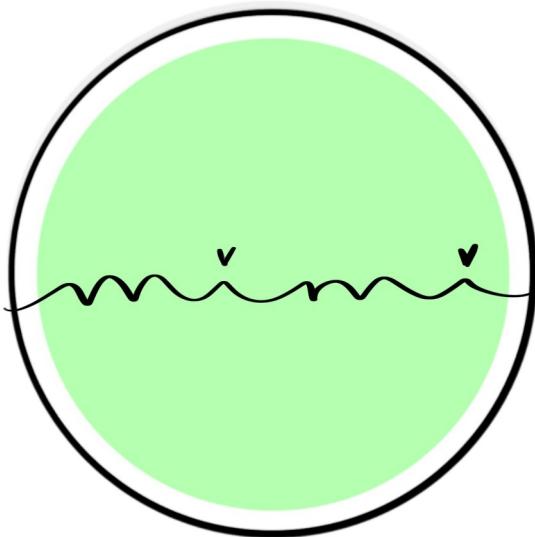
Mia is just seventeen years old and is studying A Levels at Ashton Sixth Form College near Manchester in Fine Art, Graphic Design and Media Studies. Her first love has always been fine art but throughout her studies she discovered that she would like to move forward with graphic design at university as this would enable more skill learning that will shape her intended career as a versatile and employable designer. However, her love for painting and drawing will continue as will taking commissions.

Prior to surprising Grandad Pedroza with her observational pencil drawing of the Lotus Cortina, she also produced a portrait of Jim Clark as a gift for him Christmas 2018. Therefore, the Cortina is her second piece of motorsport artwork and Mia is definitely open to doing many more in the future, but her main artistic preference will remain with portraiture in acrylics, oils or pencil.

Mia has arranged some prints to be done of the Lotus Cortina and these are available to buy at £20 from her ETSY Page <https://www.etsy.com/uk/shop/mimiartistuk/>

I asked Mia about the "Mimi" tag, she said "*My family and close friends call me Mimi. Therefore, I designed my own logo a couple of years ago which is currently being used as my profile picture on Instagram (@mimi\_artx). When I started to receive more requests to produce commissioned pieces and began to sell on Etsy, I got my logo printed as stickers to use on the packaging of my artwork. Although I loved my original logo, I recently re-designed it ( above) to show my progression into a more mature artist and designer.*"

It is brilliant to see young talent especially with enterprise in mind as well and I think all will agree that Mia has captured superbly well, one of the more famous Jim Clark Cortina images. I am confident both Grandad's and Dad's influence may result in more Lotus subject availability in the future.



## Alain Longueville motorsport artist.

Another motorsport artist who started at a young age , 17 back in 1983, with his first painting of Gunnar Nilsson, add a few years on and Alain Longueville is hoping to become a full time artist at some time in the future. The Gunnar Nilsson painting (featured) was one of his first attempts at doing a car painting in gouache. The other three were created in the last couple of years using Copic markers and have been sold to customers

in the USA (Lotus 49), Italy (Lotus 79) and Germany (Lotus 72). All illustrations are A3 size. Taking the artist's talent aside, when we see excellent art like this who stops to think how the artwork was created?



To Alain's first picture of Gunnar Nilsson created using Gouache, never heard of it? me neither but it is one type of water media paint designed to be opaque but can be used alongside traditional water colours. The paints are ground in water and mixed with a gum, and you thought model building was technical!!

Alain's next three Lotus works of art were painted using Copic Markers, again, something I have never come across but it is interesting to know how other artisans choose to work their craft, a bit like modellers working in plastic or resin or multi media materials to create a kit. I understand Copic Markers are quite expensive but highly regarded by artists for their smooth application and wide range of brilliant colours. They can be double-sided (which means there is a nib at each end) with a reservoir in the middle filled with high-quality alcohol based ink that is low odour and non-toxic. Copics are used for layering and blending, they're streak free and permanent which makes them an excellent tool for creating art.



*Three of our favourite Lotus subjects created by Alain using Copic markers.*



## Alain Longueville motorsport artist continued.....

..... Alain also uses traditional paint media such as acrylics, something most of us will be more familiar with. One of his latest pieces of work is an A2 sized painting of Jochen Rindt in his Lotus 72C leading Jackie Ickx in his Ferrari 312B at the 1970 German Grand Prix on the Hockenheim circuit.

Alain has provided images of his work in progress, something we very rarely see from any artist. It shows the various stages of how Alain builds up to the finished painting by layering the acrylic. I asked if he used airbrush but he confirmed that 99% of his work, whether it is Gouache or Acrylics, is done using a brush but does very occasionally use an airbrush.

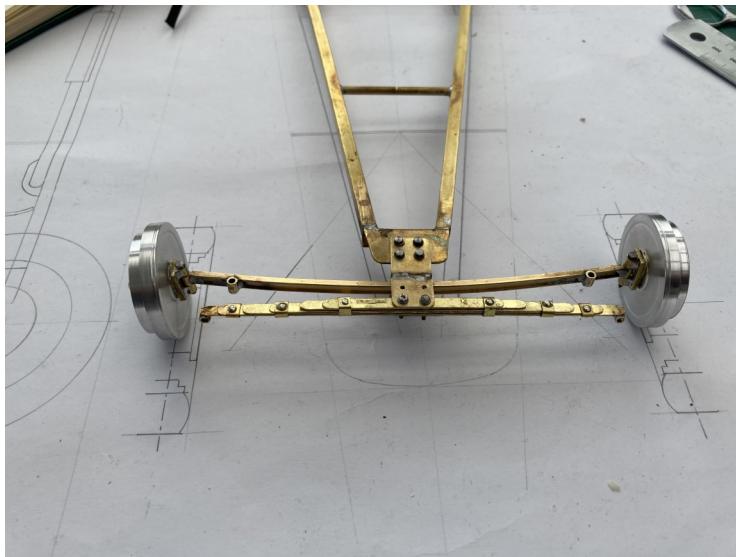


Alain has quite a repertoire of Lotus art which also includes a digitally drawn sketch of a Lotus Eleven, a pencil sketch of Ronnie Peterson taking the chequered flag at Kyalami after his battle with Patrick Depailler, a marker sketch of a Lotus 16 and an unusual subject of Mario Andretti in his Lotus 78 and James Hunt in the McLaren getting close and personal at Zandvoort. Alain has a webpage which up to now is only in German (address at the bottom)

but for people who would like to follow him more closely he has a Facebook page "Alain's Car Art" with all the photo albums showcasing his work in the most complete way. So if you fancy commissioning your own unique motorsport painting or would like to see his work, the Facebook page is the place. Alain can be contacted using Messenger or the email address on his webs site.

## 1:8 Scale Lotus MK 2

Since my musings in the last issue, I have managed to cut and join metal and I'm happy to report that the Lotus MK 2 chassis is taking shape. I also mentioned my chassis jig nearing completion. Well, I did get it to the stage it would accept the initial chassis rails held in position whilst I soldered the various crossmembers in place. Easier said than done, I hadn't realised that the vast acres of aluminium on the base of my jig would act as a heat sink and prevent me getting enough heat even in to these small sections of brass to produce an effective soldered joint. Back to plan 'A'. This consisted of setting out some heat proof matting—asbestos free of course—then positioning my chassis parts after what seemed an age of measuring and checking, on the mat. To hold the parts in position having placed the heatproof pad over a double thickness of cutting mat, I used ordinary galvanised fence wire staples hammered in with a pin hammer to hold the chassis rail in position and the brass parts were soldered in seconds. So you see, trying to be too clever with jigs and stuff does not always work

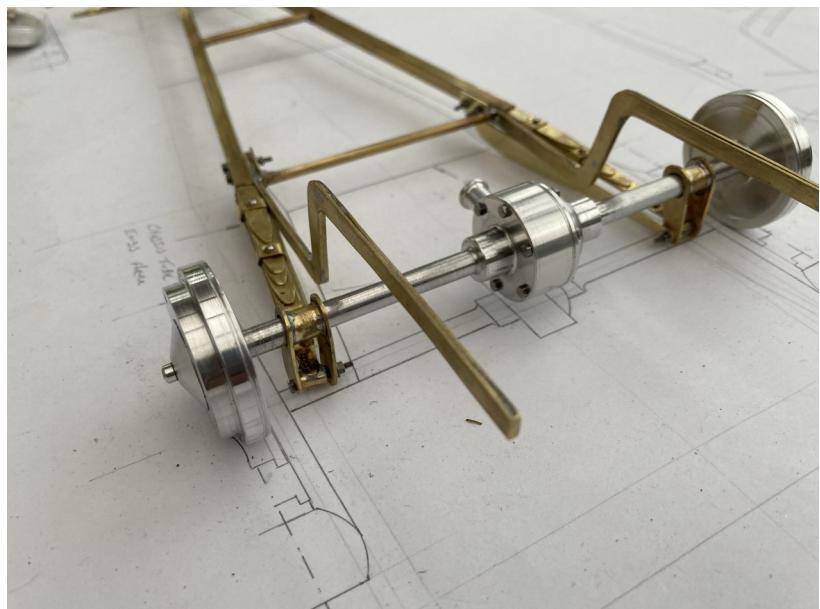


and reverting to simple principles proved the best.

The front axle beam I have created using a 4mm brass I section and with soldered brass bushes at each end positioned to achieve a couple of degrees of positive camber. Two bushes were set into the front face of the beam to accommodate the location points for the front wishbone assembly. The two king pins were next, consisting of brass tube soldered to flat section. The centre section of the tube was then removed so that the corresponding bushes on the axle beam ends would replace that section of tube allowing the pin to drop through. These are screwed to the back of the hub/brake drum with 8BA screws.

Leaf springs are a fairly easy thing to make just layering up the strips of brass, cut and shaped accordingly. I bond the layers with epoxy glue and use brass straps for added security each one drilled and pinned with shirt pin cut down to size.

That is about the progress so far, I put the project away whilst I get my head around the front wishbones and steering, a peek at the real car after lockdown I think is a must??????



## Lotus 56 Offenhauser 1969 Indianapolis 500 - by Claudio Gianonne

1969 was the last time we would see the Lotus works involved in the Indianapolis 500. Having by January lost the substantial support of Firestone for the very promising, very fast and very complicated Lotus 64, it fell to the STP corporation to remain as headline sponsors who, with Team Lotus had just failed to secure a historic win in 1968 with the trio of Lotus 56 Turbine Cars which were later unsurprisingly banned by the US establishment. To hedge his bets for the 69 race Andy Granatelli with his support of the Lotus 64, announced that he would be installing Plymouth engines in his remaining two Lotus 56 turbine chassis and asked Lotus to quote for two new 'bare' tubs complete with bodywork, able to accept the Plymouth units and his stock of current running gear and were to be at Los Angeles airport no later than 15th March.



Granatelli went to press claiming the cars were entirely STP built with no mention of Lotus , the #40 driven by Art Pollard car subsequently ran as a STP Oil Treatment Special with a conventional four cylinder but turbo charged Offenhauser engine and with a water radiator in the opened out nose. The experiment wasn't all that successful despite qualifying 12th with a lap of 167.123mph, Pollard only managed seven race laps before the car's drive let go. He was classified 31st.

In keeping with his ambition to model every Lotus, Claudio turned once again to his model making pal Paolo to create this Lotus type 56 Offenhauser.

After some false starts following photographs of previous attempts to model the car Paolo took a pair of MG white metal models one a 56 and one a 56b, to get the two halves of the tub

and bodywork. Creating the opened up nose was a bit tricky but Paolo used 0.3mm styrene sheet and some Tamiya modelling putty to make it. As you can see from the pictures it took a bit of serious carving to modify the engine bay to accept the scratch built Offy power unit . Keith Williams from SMTS came to the rescue here , providing some of the ancillary bits from their Lotus 64 kit.

Using the MG kit meant also modifying the suspension parts and the cockpit surround came in for some attention. It took quite a bit of research on Paolo's part but once again he did a fine job especially on detail items such as the spark plug cabling and the hoses for the manifolds , the turbo and the wastegate. If anything the MG models are a bit bigger in scale than a true 1:43 but nevertheless, the model does justice to the effort which always includes Paolo putting in a tremendous amount of work in making his own decal set .



It goes without saying that the modeller is confident of the outcome if they are prepared to chop up two quite rare models to make one.....

## 1969 Lotus 56 Offenhauser continued.....



.....the beginnings of the modified nose cone taking shape with some 0.3mm styrene sheet followed by the application of modelling putty reveals the distinctive lines of the front radiator equipped Lotus 56.



Similar treatment for the back end to provide the car with its rear spoiler not fitted to the 1968 pure turbine cars. Here again, styrene sheet and modelling putty and a great result. Yet another rare Lotus completed.



## Letters

Hi John,

I trust my email finds you well.

Ever since I signed up to Kit Lotus (over three years ago I think), I've been meaning to send you an email thanking you for your wonderful publication that fills me with excitement every time the new edition arrives in my Inbox. On a quiet Sunday afternoon here in Melbourne Australia, I thought it was about time that email was sent.

My love for all things Lotus grew from the James Bond film 'The Spy who Loved Me' and that white Esprit. As a young teenager, I knew the names Ferrari, Lamborghini, Porsche but never Lotus. Needing to quench my desire about who built this magnificent looking car, visits to my local library (no internet back then) allowed me to extract and source as much information on Lotus Cars as I possibly could. The Esprit led me to the Eclat/Excel, Elan, Elite and Europa but my real love came with Team Lotus' exploits in F1.

I started following them during the De Angelis/Mansell years and watched Senna jag a couple of wins under JPS/Camel colours in the early hours of the morning (in Australia) on TV. I so hoped the later years would turn around their fortunes with Hakkinen and Herbert, but alas it was not to be.

My love for Lotus needed an outlet so my passion for model making turned from planes to cars. Gone were the Spitfires and Hurricanes and in came Lotus F1 cars from Tamiya (including a 1/12<sup>th</sup> Type 72).

I then made a couple of Esprits (Monogram and Revell I think). I still have a Zeppan Lotus Esprit just like the white James Bond car yet to be built.

So in support of your questions in Issue 6 about whether I'm a collector or builder – I would fall into the latter category. When I can find the time in between work and supporting my family, my passion and enjoyment comes from building (and modifying) a kit myself. Don't get me wrong – I have a few diecast models (not Lotus but Australian V8 Supercars) in my collection, but the ability to construct something from many different pieces is where the excitement comes from and your publication provides the drive and fuels the fire to get me building again.

I am always amazed at the level of detail, craftsmanship and ingenuity by you and your contributors from around the world hence why I subscribed to your publication in the first place. I eagerly anticipate the next edition so I can read how fellow modellers get around problems, make improvements and build some of the new kits on the market. I really enjoyed the recent articles from James Schixas who scratch built the Lotus 101 and Paul O'Farrell with the Lotus 78. Scratch building is something I'd like to try in the future.

So as a 53 year old male, Lotus tragic and 'casual' modeller, my sincerest thanks for having the courage, passion and drive to produce and distribute Kit Lotus to other Lotus tragics around the world. Your efforts and hard work are very much appreciated! I trust that one day in the future, my dream of visiting Lotus Cars/Classic Team Lotus will come to fruition.

Kind regards Chris Lykokapis



Dear John

A quick note to thank you and whoever assists you in whatever way, for preparing and distributing Kit Lotus for all Lotus and Lotus Model enthusiasts. It is a great read whenever it comes out and I hope you know just how much the regularity of publications like yours during such a bleak year has meant. Especially out here in South Africa where soon after the first lockdown hit in March, the local importer of overseas magazines that are not printed here, went under. That ended hard copies of Motorsport, Octane and the like and I have concluded that reading them online which is what I had to resort to, just ain't the same!

Best wishes for a better 2021 than 2020 and thank you again for all you do.

Kind regards.  
Roger Wicks

## Letters

Dear Kit Lotus

It took me a while to even send you this message, as just before Christmas I got the latest Kit Lotus once again containing even for me, more a collector than a kit builder, who at least during these cold nights also do build easier to assemble kits and specials, interesting reading, some even worth a comment or two! A real eye catcher was the picture on the front page of the Hornsey building a real MUST for my own collection, even if the 1/76 scale might be a better size for me than the 1/43 one, as even the backrooms in my garage are starting to feel a bit crowded, but I guess I cannot wait another year, so come April with "Dynamite Money" I guess I just have to order the 1/43 one, and of course I have visited the place during at least two of my visits to London.

Anyway, I would like to comment on the quality of the MEA kits. First the kits are a bit too fiddly for me to build besides the instructions are far from good.

Back in 1972 I was at the F2 race at Mantorp Park in Sweden watching one of my all time favourites Mike "the bike" winning the Championship F2 race in a Surtees, sponsored for that race among others by an expensive but "daring (like Mike!) high class (again like The Bike) " porn club by the name of Funny Girl in the centre of Stockholm (Free days in Sweden then, now since long forbidden "exhibitions") ! Of course I wanted to build just a model of that car in which Mike's greatest achievement on 4-wheels later that year was confirmed, the F2 Championship Title. To even find the correct starting number for that car proved quite difficult and the building of the kit with all those, for an old man like me, fiddly bits proved very, very difficult and time consuming, but in the end I got a half decent end result, but actually do not look forward building any more MEA kits, so that this Ron Harris transporter wasn't even offered as a kit did not bother me and if the F2 lotus racers coming won't either be offered as kits it would make my life easier if I just could find the money when they appear.

Then to the quality of the MEA ready built kits, the work behind them are not very good, as comparing their Seven S4 to the resicast offered by Spark at nearly half cheaper, says a lot about how good value the Sparks are, and just a lot of the lack of research behind the MEA ones.

I got my MEA S4, as I still today own a yellow very original Seven S4 (What do you Englishmen say about the Seven, "the most fun you can have with the trousers on?", still driving it makes even a 75 year old one smile, even more than my Elan SE, and that says as much as your old English expression.....) Well yes the most annoying thing with the MEA was that the whole body was painted yellow instead of black under the mudguards and lower body parts as they originally left the factory. It was a hell of a hard work to correct on an expensive handbuilt one, unnecessary and sometimes it felt like I should have kept my 1/48 scale by myself modified Matchbox one with lamps, roll bar, better wheels (SMTS Europa Special ones!) etc. as it actually did not look awful small in the 1/43 vitrine..... Repainting the MEA black parts proved nearly more difficult than making a decent model of the old Matchbox toy..... Of course many restored S4's today are just one single colour like the MEA today, but for just one model an original one is what counts, and as I had one in my garage I had to undertake the work never necessary with the superb and far cheaper Spark one, so real handbuilt ones are not always as good as they should be, hopefully MEA does their home work with the F2 cars better..... For me the only thing better on the MEA is that it has the similar Dunlop alloy wheels as mine also had originally, but the steel wheels with the chromed disc like on the Spark were also available as new, so Spark did a much better job at a much smaller price! (However I still have both as well as one of the Seven converted Matchbox ones I made years ago!

Best wishes from Finland

Hasse

*Editor note - The views expressed in letters to Kit Lotus by readers do not necessarily represent the views of Kit Lotus. The editor retains the right to publish letters received by the editor which are relevant and interesting to other readers and will retain the final say whether or not to edit such letters for content and suitability.*

## Joker Lotus Mk VI transkit by Carel van Kuijk

At the end of the last century there were quite a few small manufacturers in Japan who, following the many kits in 1/43, released resin kits in 1/24. This varied from complete kits to so-called 'body kits'. Today we call that a transkit. The body was offered, but a donor kit was needed for parts such as wheels, lamps, exhausts and the like. Usually there were also no decals. These body kits were often used for slot-racing. Here we will have a look at the kits of the Japanese brand Joker. There is very little on the internet about this brand, but old newsletters from Studio 27, also Japanese as you perhaps know, show that mr. Omata is the maker of these

kits. It was probably a one-man factory and likely he produced no more than 100 pieces of a model. He made two series: Formula One cars under the name Joker GP and sports cars under the name Joker24. Apparently mr. Omata was a Lotus fan, because he made a lot of kits from 'our' marque.



356A from Fujimi. The building instruction was brief, but that was common at the time. Joker24 also released a body kit of the Eleven and the Elan 26R.

Long ago there was a shop in Costa Mesa, California USA, who specialized in kits from Japan: Motoi and later it was called Hapico. I received newsletters at that time from him and tried to compile a list of all Lotus kits that Mr. Omata has released. Incidentally, I sometimes come across the name K-Models for the same models. As far as I could tell that the 18, 20, 22, 25, 33, 49 63, most of which in various versions.

Those were all full kits, so no donor kit was needed, and the 33, 49 and 63 were even equipped with an engine block. As mentioned, the building instructions were brief, but colour photos of the built model were included. The parts were resin, white metal, decals and rubber for the tyres. Construction was tricky and these kits were certainly not suitable for starters. They were also very, very expensive: at least for me. I built the 25 and 33. The fit of the cockpit cowling of the 33 was not neat, so I glued it to the monocoque so unfortunately the engine block was no longer visible. The photos of the models that I have not (yet) built are from Joker. In scale 1/20 Joker made a transkit for the 25 from 1962 Zandvoort and the 33, but we will inform you about that kits later on.

As I mentioned before, these kits were very expensive, so unfortunately I have not all the kits. And now we can't find them anymore. I'm curious if more owners of Joker models are coming forward.

CvK

The list of these very rare kits in 1/24 scale from Joker / K-Models is:

Mk.VI transkit set of two bodies, Elite Team Elite Le Mans 1962, Elan 26R transkit for Gunze Sankyo Elan 18 Formule One set Jim Clark Zandvoort 1960 and Stirling Moss Monaco 1961  
20 Formula Junior also available as a set with the 22, 22 Formula Junior, 25 Formula One R1 1962  
25 Formula One R4 1963, 33 Formula One R11 G.P. Belgium Spa Francorchamps 1965 with engine  
49 Formula One R2 Zandvoort 1967 Jim Clark, 49 Formula One R4 Zuid-Africa 1968 Jim Clark  
49B Formula One, announced, but never seen pictures of it, 63 Formula One Zandvoort 1969 Graham Hill high exhausts, 63 Formula One Zandvoort 1969 Graham Hill low exhausts  
63 Formula One British GP 1969 John Miles.



## 1:12 Scale MG Model Plus Lotus 25

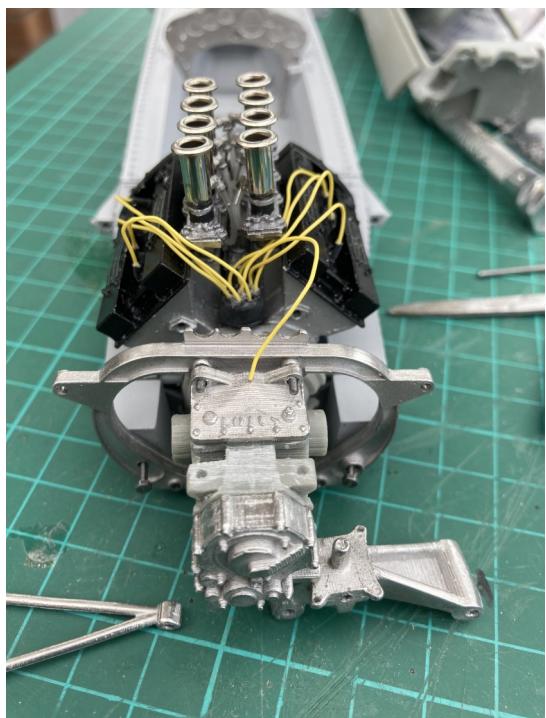
I made some more slow progress balancing the build of this 1:12 scale Lotus 25 with my Lotus MK 2 scratch build project. It is handy to be able to put one project down whilst taking stock of where you are with the other, that way, next time I open the box to move on it will be fresher.

This is first MG Model Plus kit I have attempted, in fact it is kit number 2 of the production run according to its certificate and I hope to make a decent fist of it so I am taking my time and trying not to be impatient. It's been said before, but these expensive kits are expensive for a reason, that being the very small production run for a high cost of the process to realise the kit from scratch. The processes of resin and white metal moulding are by their very nature, labour intensive and do not include the crisp technology needed for a mass produced or certainly productionised model. By now you are thinking , he is building up for a whinge and, you wouldn't be far wrong. I fully accept that white metal and resin parts needed to be carefully fitted and assembled on a dry run before attempting to glue or fix, its that technology thing again unlike an injection mould which will when correctly warmed up shoot thousands of parts entirely the same each time. That can never be said of a moulding process especially one that also has to rely on a calculated size estimate to allow for shrinkage. Where I am a little peeved with the 25 is the the screwed fixings. The kit provides like many other big scale kits, the option to screw parts together, an option I wholly agree with as you can't beat nuts and bolts with a little added adhesive to get a permanent fix.

You need to indulge me a little whilst I witter on but, like me, many of you rely not just on the instructions in the box but on photographic research whether the kit is 1:12 or 1:43 so we can achieve a satisfaction of our own. I consider myself very fortunate in having being able to amass quite a decent set of pictures of the Lotus 25 in various stages of assembly through those super visits to the Classic Team Lotus Factory Tour so I know fairly well what looks right and what looks wrong. What would look wrong is the engine, gearbox, suspension uprights and suspension wishbones fixed to the car by brass screws with a cheese head and a screwdriver slot which is what MG Model Plus decided to provide in the kit. Now in scale, it would look like a huge brass screw of 5/8 " or above and they would definitely make the finished kit less authentic. If I can get small scale hexagon head screws and nuts, I'm pretty sure so can a model manufacturer.

I already decided to replace some of the suspension links and rod ends with some aftermarket ones bought from R B Motion in the US and to ensure the end result isn't festooned with bits of slotted brass screw heads, I am replacing these with 12BA (British Association) and 14BA steel hexagon headed screws, nuts and washers.

Generally, I am enjoying building the kit, still some way off the paint yet but there is a lot of dry assembly work to do before I can contemplate any colour or even final fixing of bits. I accept the stuff about bits not fitting straight out of the box, that's partly of what makes building these type of kits special.



## Malik's magnificent motor ..... Imraan Malik

Take an ordinary, well, I say ordinary but nothing coming out of a Model Factory Hiro box can be described as ordinary, Cosworth Ford DFV engine which is in this case part of the superb MFH Lotus 49 kit and add stuff to it. What I mean by this could be some extra aftermarket parts but in fact you add Malik magic. Imraan like so many modellers to feature in Kit Lotus is one of those artists whose work inspires us all, not because of the superlatives we attach to the magnificent work they do and lets face it most of us can't achieve the same level, but because it is so good we get something to aspire to which in turn fuels our own enthusiasm that will be reflected in the way we build our own models.

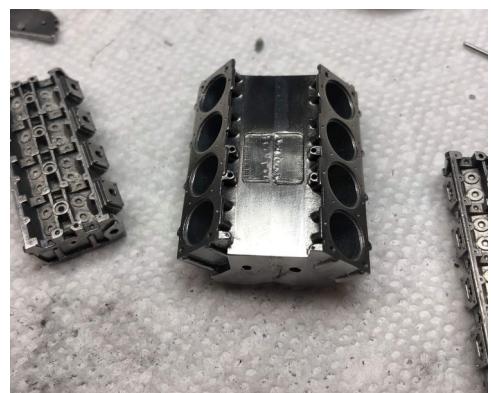
I think it is right at this point to reflect on the very first Kit Lotus where I said “ You should always take the view that the kits you are building or the diecast you have bought are for your own pleasure. Build them to the standard that pleases you. If you build to museum standard—I know that I don’t—that is all well and good, but if you don’t then so what? The purpose is build or obtain satisfaction that is appropriate to you” Which really means we can see and celebrate each others work whatever the standard . In regard to Imraan’s standard I’m honestly not sure what to say except I was blown away completely when I saw the pictures of his DFV engine and the detail and finish of the various bits that make up the DFV let alone the finished Lotus 49.

Imraan isn't confined to Lotus although he has previously built the Lotus 78 in 1:20 and the Lotus 49 in 1:20 but he does confess to the DFV being “ a labour of love”

Every engine starts with the block but this being an MFH engine it also has internals that rotate before you seal them out of sight forever with cylinder heads and cam covers. Malik uses one of those fancy magnetic polishers whilst acknowledging that working in white metal always equates to lots of time spent filing and



sanding to remove imperfections before the magnetic polisher comes into its own. If you leave bumps and ridges where you don't want to see them, all the magnetic polisher will do is polish the bumps and ridges. Unless you want a weathered finished of course, taking the time to get rid of the bumps and ridges before magnetic polishing will be worth the effort as these two pictures



before (left) and after (right) show. Imraan also soldered the block components just to be sure there were no seams afterwards.

Even working in 1:12 scale can be very difficult at times particularly with adding photo etch to white metal and then springs. If there is one thing you must avoid when modelling anything and that is tension between two



components whenever tension isn't intended. Getting miniature spring lengths correct is a skill, marrying them up to photoetch is another as this picture showing the early version of the throttle spring assembly prior to the Cosworth having its electrics repositioned between the vee.....



## Malik's magnificent motor continued.....

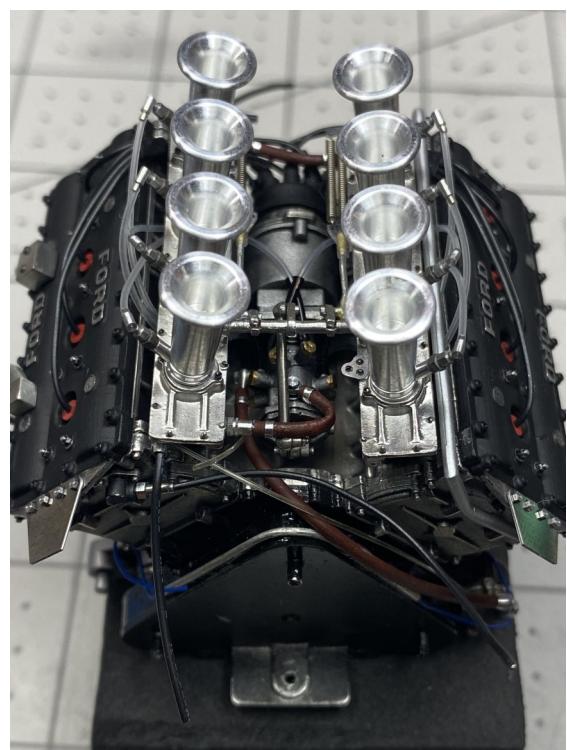
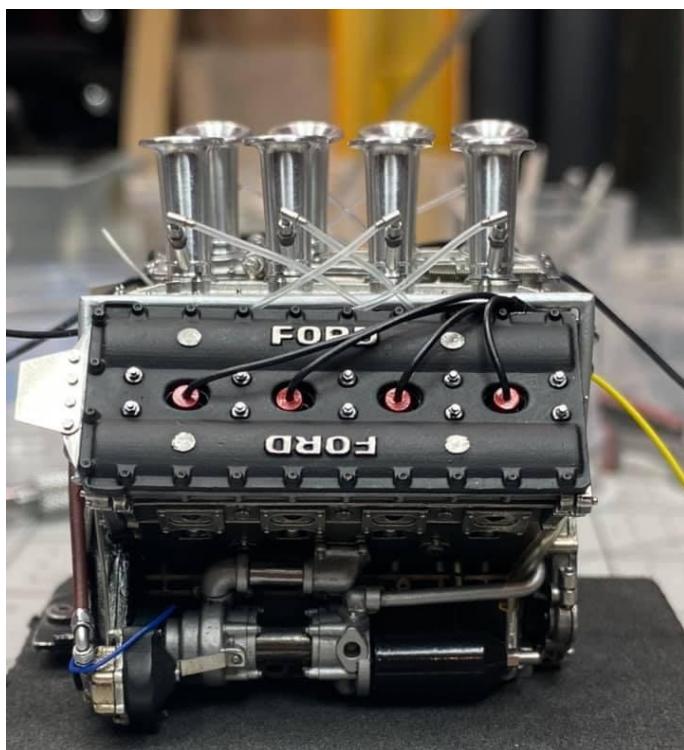
Attention to the finest detail is Imraan's build strategy as can be seen from this image (below left) of a hose supplied with the kit on the right and hose made up entirely of aftermarket braided hose , swept elbow and hose end fitting. This raises a constant question, just how much detail should we expect from kits costing several hundred pound/dollars/euros etc? Whilst a lot went in to making the pattern for each part like the

hose on the right of the picture, it will need some skilful cleaning up to look anything like the scratch build on the left . It will cost extra to find the bits but it all depends on your aspirations. You only have to look at the finished article that Imrran has produced to see where his thoughts sit.



Attention to detail goes further than that. Imrran is building the Zandvoort version and I hope to have further pictures of his project before long. Lotus fans all know that Jim Clark got into his brand new 49 in the paddock at Zandvoort , it having barely turned a wheel before being disgorged from the Lotus Transporter and this gave Imrran an idea. He spotted that the fuel lines in the kit were the yellowish shade we often see in kits but, being brand new, the car would not have been run long enough for the fuel line to discolour so he promptly threw that out and replaced with bright new clear fuel lines.

From the cam covers to the distributor cap, from modified inlet trumpets to cabling, Imrran has done a super job and correctly reflects the title of his Facebook page Malik Model Art. Super job.



## Pocher announces super detail 1:8 Lotus 72 Kit for the Autumn



The name Pocher is synonymous with big scale 1:8 model car kits of premium brands, Alfa Romeo, Ferrari, Bugatti, Rolls Royce and Porche have all featured as subjects in this highly detailed range with a reputation for excellence.

Since 2012, Pocher has been part of the Hornby Models Group based at Margate in Kent and just recently turned its direction toward Team Lotus and the iconic Lotus 72. The Lotus 72 is widely acknowledged as one of the most influential and most successful grand prix cars of all time and remains forever in the memory of race fans amongst other things for its striking black and gold livery. Many times before, this magnificent car has been singled out by

model makers in every scale, even in 1:8 with the Edai Grip/Revell/Entex version although modellers of this variant usually take to some serious alteration.

Arnaldo Pocher was born in Turin in 1911, he became a model railway enthusiast and from 1951 began producing lineside accessories for model railways but that all changed in 1966 at the Turin International Toy Fair when his stand displayed a fully detailed 1:8 scale model of the Fiat F2 130HP, a replica of the 1907 French Grand Prix winning car. Using the full range of multi-media materials to produce the 800 or so parts, the wonderfully detailed Fiat astonished the modelling world and a sea change in accuracy and detail had occurred.

The company went on to produce ever more detailed models of motoring classics including 1931-34 Alfa Romeo 2300AC Monza and the 1932 Rolls Royce Phantom II. By the time Pocher released the Mercedes Benz 500K, the kit contained over 2300 parts.

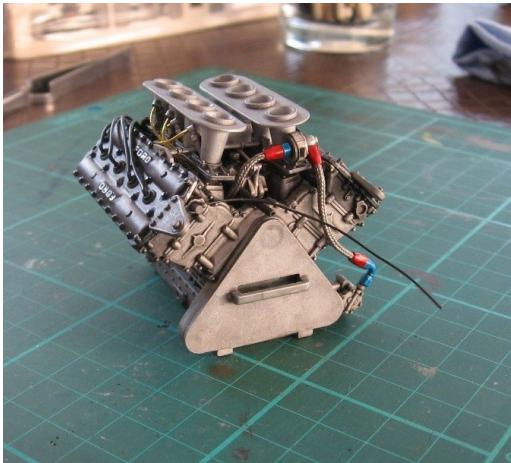
Despite the realism and complexity of the models, all Pocher kits have been developed to make the construction as easy as possible which means it isn't necessary to be an experienced model builder to put one together. All models have a comprehensive instruction manual, most components screw together and generally no painting is required. Whether that translates or not to the 72, only by getting your hands on the kit will it be known. In my experience having built a couple of Pocher "red cars" for someone a few years ago, they went together very easily. I just hope that when my pre-ordered version arrives, I won't, unlike building a Tamiya or Ebbro Lotus 72, need three hands (one borrowed) to put the front suspension together.

Pocher have worked very closely with Classic Team Lotus to produce the kit and Clive Chapman told me that CTL has worked very hard to make sure the Pocher model representing Lotus72/7, is as close to its 1972 British Grand Prix race day specification as possible. Knowing Clive's attention to detail I'm sure this will be the case which will raise a question if modellers then decide to change things. My bet the only opportunity to super detail the model will be to perhaps add more wiring and plumbing.

Like many fans of the 72, this model is a must have despite a hefty £650 price tag and as mentioned, I have pre-ordered my 72 which is estimated for release by 31<sup>st</sup> October 2021 but if it slips, that won't be a problem. £650 may sound a lot but for excellence, it sounds to me like good value for money especially if you compare the Pocher price to prices being paid at over £500 for the older "out of print" 1:8 plastic kits of Edai Grip etc, nearly all of which end up being subject to aftermarket costs and reworking. I am so looking forward to getting my hands on it. The word is that if this one turns out well, two more variants will find their way on to the market, my bet will be a 72C and a 72E. Now then, about this display cabinet, perhaps I need to submit a planning application for an extension?

## First timer Lotus 78 continued..... Part 2

This is the second part of Paul O'Farrell's Lotus 78 build which not only is superb work but gives us yet more technique options in a very practical way , Paul continues.....



*"Detail work continued on the engine. The fuel lines in this picture (left) were scratch built using Tuner Model Factory 1.5mm braided line and fittings from a Modellers hose-end set. Partly obscured in this picture is the throttle linkage which was also scratchbuilt from sheet styrene, styrene rod and aluminium tube.*

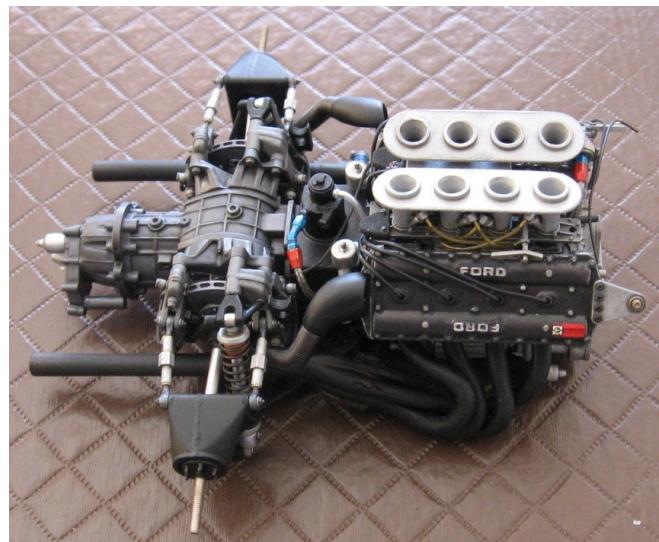
*More changes to the fittings located in the engine gearbox area were required before the gearbox was fitted to the engine.*



*The kit contains a pair of inlets which mount onto the rear end of the valve covers and feed cool air to the brakes. The kit's inlet pieces are incorrectly shaped so new ones were made using styrene tube, Tamiya epoxy putty and a smudge of their basic putty. Having never used their epoxy putty before I was pleasantly surprised to learn how workable this material is. Once it has completely cured it can be sanded, drilled and filed into the required shape. At the other end of the brake cooling pipe is the cool-air outlet. This part is also a bit poor and needed some significant change in order to fit properly . More work with styrene rod and putty resulted in the below piece being a much better a much better fits to its intended position.*



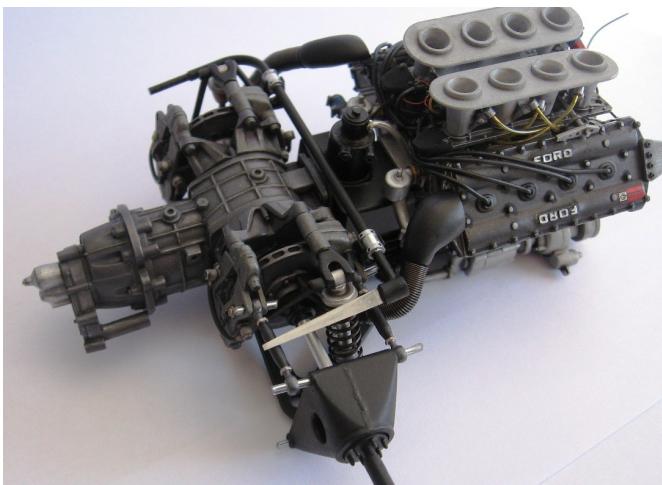
*This view shows the engine and gearbox assembled together with most of the required changes complete. The revised cool air ducts can be seen mounted on the end of the cam covers and the ducting down to the outlets (just obscured) just alongside the brake discs.*



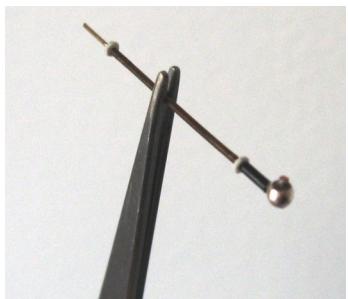
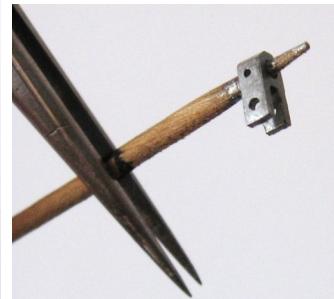
## First timer Lotus 78 continued.....

An attempt was made to relocate the rear torsion bar from underneath the gearbox to the topside, immediately behind the oil-tank tower. My reference pictures showed that the torsion bar was originally located underneath the gearbox but relocated topside later in the season.

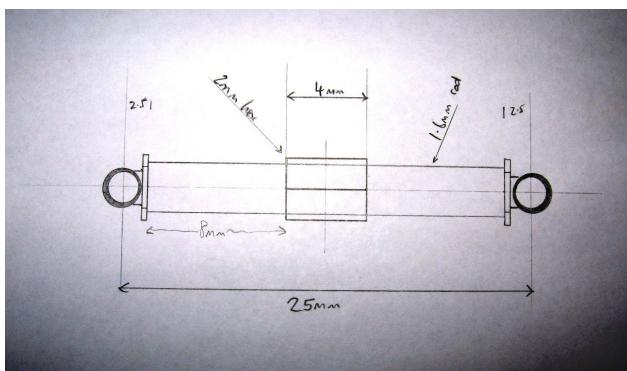
An initial test fitting shown in the above picture showed that the torsion bar was fouling with the shocks, so the straight section of the torsion bar was removed and replaced with a longer length of styrene rod. Smaller stumps of round tube were split lengthwise and formed to simulate the mounting points for the torsion bar.



The mounting brackets were formed from pieces of sheet styrene laminated together, then drilled and filed to shape before being mounted into the front side of the brake callipers.



The torsion bar was missing the adjuster cable fittings also the attachment linkages to the rear suspension. One of the linkage ends was carved from a piece of styrene rod, filed and shaped to suit. The adjuster cable fitting was scratchbuilt from a length of guitar string, a small bead and some hexagonal pieces formed with a punch and die set.



The above 2 pictures explain how the kit steering rods were replaced with scratch built items. Plans were sketched out first to allow me to get my thoughts down on paper before attempting to build the replacement item. Test fittings and adjustments were made while dry fitting the pieces before final assembly and painting was done. The rod shown here is one of two steering arms.

The engine and gearbox were mounted to the chassis. I had all sorts of problems with this critical moment as the CA glue I had originally used proved to be the wrong type of glue for this application. As the marriage of the engine and gearbox to the chassis was a weight bearing joint, the application of CA glue proved to be very brittle and the joint completely failed soon afterwards. Having reconsidered the idea of how to best approach this matter, the engine and gearbox were successfully remounted via a well-sized application of two part-epoxy instead. To have the original join fail so easily was surprising at first, but fortunately it happened before any irreversible construction had been completed. Only a minimal amount of reverse engineering was required to make this crucial join as permanent and rigid as possible.....

## First timer Lotus 78 continued.....

After leaving the chassis alone for a few days to allow the epoxied joint to harden completely, the suspension linkages were able to be connected. The nut and bolt fittings were created using a Hexagonal punch and die set. More braided lines and a combination of Plastruct hex rod and/or Modellers hose ends were used for the gearbox fittings. The rear wing mounts were a nightmare to get lined up squarely and I'm still not 100% happy with them, however the rear-wing proved to have an amount of adjustment in the way it attached to the wing mounts so I was confident that it was going to work out fine.



The right front hub is partially assembled. The silver pin in the hub was made from solid aluminium rod and was left in this position until the hub was fitted to the lower suspension arm. When the hub met the lower suspension arm, the rod was pushed downwards into the circular fitting, securing the hub into position. A dab of two-part epoxy was applied inside the hub to lock the rod into position before the hub cover and brake cooling duct were fitted.

Previous changes to the "C" fittings in the suspension arms meant that some alterations were required to the connections for the front suspension hubs. The blue lines indicate the path of where some holes were needed to be drilled, while the red circles and arrows indicate areas to be removed. Connections were eventually completed with brass or aluminium rod or tube inserted into the holes.

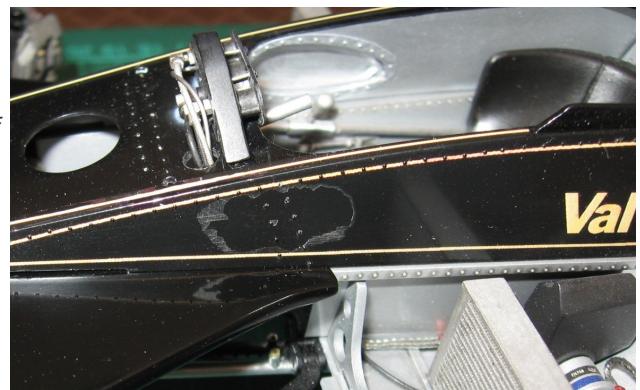


Both hubs were finally mounted into position, steering arms were fitted and all linkages connected securely.

This was another of those facepalm moments where I made more work for myself. A strip of tape was holding the gauge assembly into position while CA glue was drying. When the tape was removed it tore off a section of the clearcoat which covered the large decal.

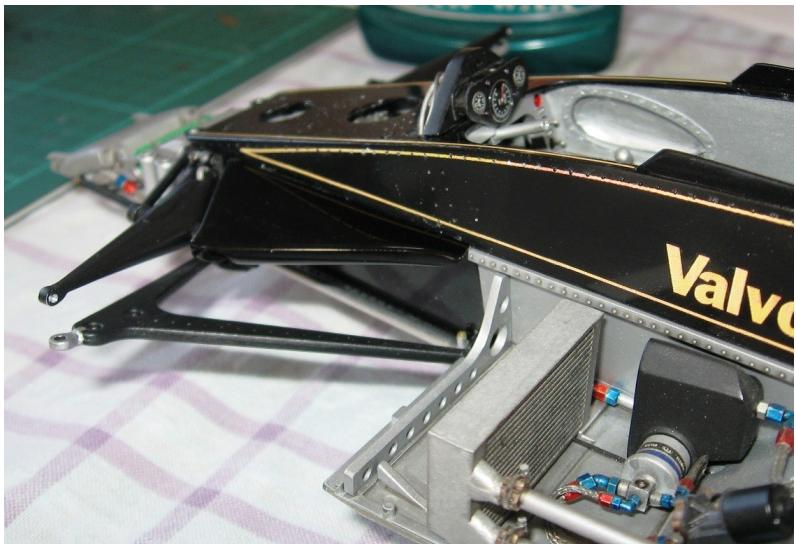
At this stage of the project, the car could not be disassembled and repainted as pulling it all apart would destroy all the work already done. I did have initial thoughts of starting the whole project again but there was too much time and effort already spent to get this far.

A few layers of TS13 clear were carefully applied before being gently wet sanded and polished as gently as possible. ....



## First timer Lotus 78 continued.....

Repairs underway. Some rivets had to be trimmed away and replaced while the sanding and polishing process was done. A roll of Parafilm proved to be the ideal material for masking & protection of surrounding surfaces. Repairs completed except for the rivets which were redone soon afterwards. You can still see where the patch was repaired but I needed to call it done and move on.



Assembly of the final pieces began.

The troublesome rear wing assembly was fitted and my son's lego box came in handy for this as it made a perfect support jig, holding the wing in the correct horizontal position whilst the glue dried.

I wanted to mention the reference material I used for this project. Model Factory Hiro's Joe Honda *Lotus 78 / 79 / 80* book was invaluable. There are loads of excellent pictures in this book and it is the best resource I could find. John

Tipler's *Lotus 78 & 79* book was also quite useful but many of the pictures were black and white instead of colour. I would strongly recommend the MFH book if not both of them. However, many hours spent trolling the internet for reference pictures proved to be just as valuable. Oh, and I have finally grown to understand that applying masking tape over deals usually spells trouble



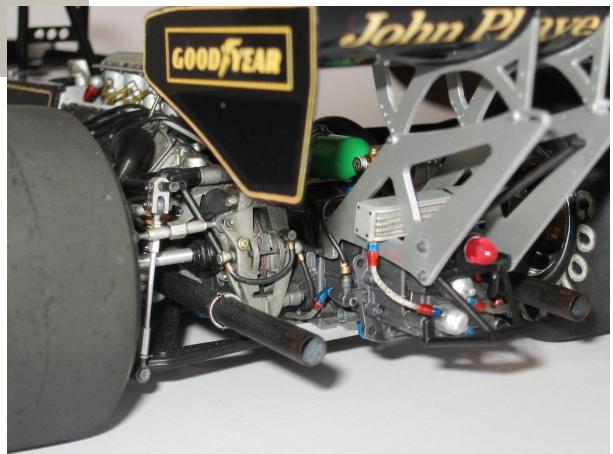
Cheers

Paul

Sydney,OZ

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Pictures Paul O'Farrell



## A very special Caterham by Chris Doube



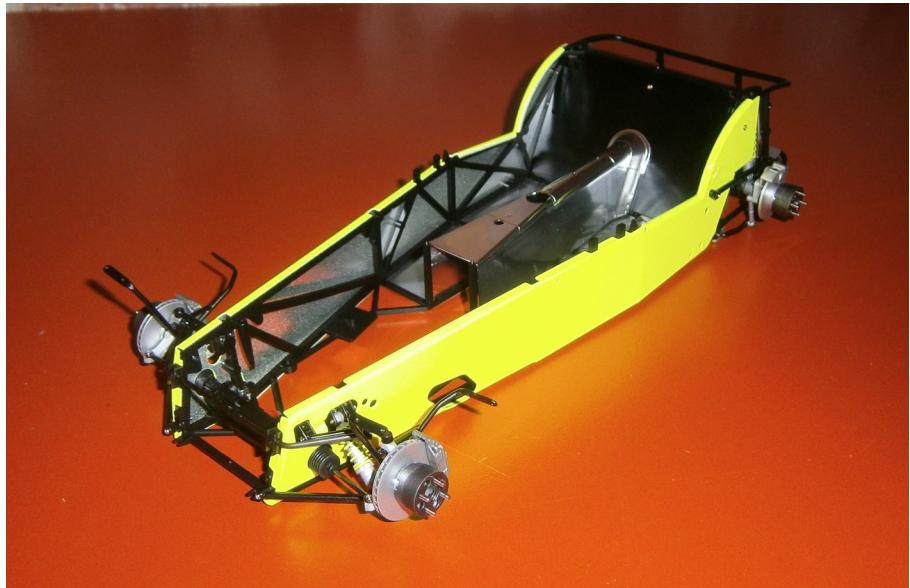
In March 2010, I built 1/12 Tamiya Caterham (cycle guard version) and don't recall any particular problems, being the typical well engineered Tamiya product.

By November 2020 I practically exhausted every lotus kit that I wanted to construct, so I decided revisit another Caterham, this time JPE. Being a very limited production of 53 cars for 1993 to 2001 it utilised a 2 litre Vauxhall engine build by Swindon Racing Engines to the same specification as those used in the British Touring Car Championship. The engine was dry sumped and had the oil in a bell-housing tank as used in Formula 1 cars, and also featured a Quife straight

cut gearbox. It was a project where cost was no object. For a short time, it was the fastest acceleration road car in the world. The former Tyrrell and Zakspeed F1 driver, Jonathon Palmer leant his driving skills to develop the car, resulting in well sorted dynamics.

This kit is not simply a variant of the BDR version, as most of the car is different in some detail, making it a major re-design by Tamiya. I found the JPE quite straight forward to build as most of it screws together with small philips-head screws. I found some of the ones that screw into metal could be hard to start, but generally aligned very well, a tribute to the standard of engineering embodied in the kit.

The body panels are pre-painted to a production line standard meaning some of the edges are not well covered, and there are some differences in finish and colour variations as well. The wheels are only painted on the outside so the inside rim has some overspray coming through the spokes. I ended up painting the inside of the wheels black as this is visible mainly on the front, I also painted the underside of the rear guards black to give a more finished appearance. Another small deviation was painting the front grille black leaving the 7 logo body colour. I think this looks better and is a standard feature on most Caterhams.



Save the date 11th September Kit Lotus  
back on tour



## A very special Caterham by Chris Doube continued .....

Being an old kit, age had caught up with the TCM decals for the instruments and nose badge. These are supposed to release from the clear plastic sheet using pressure of a ballpoint but instead had to be punched out with a holepunch and glued in place with a clear adhesive. As the instruments have a lenses on them it

was not noticeable. I found the six-point racing harnesses difficult to makeup as the instructions of which loop was to go where was a bit vague. In addition, the headlight rims needed to be dechromed using Brasso and painted black while preserving the chrome on the inside of the headlight bulb. These are only small problems in what is a very enjoyable kit to build. The finished product is totally different to the standard model.

Lastly, I chose not to use the Caterham decals which would have been plastered all over the body, as I thought detracted from the model, opting only for the world record holder



0-60 mph on the bonnet, which would on the real car have got you noticed by the local Rozzers (*Ed- slang term for law enforcement officers*).

In summary I consider these kits to be a great tribute to modelling skills of Tamiya and the design and engineering skills of Lotus (as no other car company I can think of has there first production car still made today (the 6 was the first production Lotus but the 7 was development of that car); and Caterham who have developed the concept to the level of performance that it posses today.

CD

There may be many wondering just what a Caterham JPE actually is? One of Chris's great friends John Passmore, now residing in the uk takes up the story.....

*"I worked for a German engineering group, Norma UK, we manufactured and supplied components to the motor industry, and to motorsport, in 1987 we began a sponsorship arrangement with Jonathan Palmer which ran successfully for about 8 years and covered his time with Tyrrell F1, Porsche, McLaren, Mercedes, BMW and in about 1990 he started his corporate motorsport company 'Palmer Promo Sport', and we were his first customer, we invited 20 customers to a day of motorsport activity run by Jonathan and his team - rally cars, quad bikes etc, and 'scary' rally car rides with Jonathan, all in the grounds of a Castle in Kent!"*

*I had invited two guests from Caterham Cars, a good customer of ours, and one who I was particularly attached to because of my long-time love for Lotus, they were Andy Noble, Marketing Director and Jez Coates, Engineering Director. I was keen for the Caterham two to meet Jonathan because of their joint interest in motor sport and sports cars, and just to see if maybe they could do anything together, they all got on well, and I invited Andy to another customer day with Jonathan at the Ford test track at Boreham where they continued to talk. Andy, Jez and I had a follow-up dinner with Jonathan and as result of all this, not only did Jonathan sign up to a deal with Caterham to supply Sevens to 'Palmer Promo Sport' for circuit track days, but also the idea to develop a high-performance Caterham to break the world 0 – 60 mph acceleration record for a production car, it became – the Caterham JPE – Jonathan Palmer Evolution! The rest is history, as they say!"*

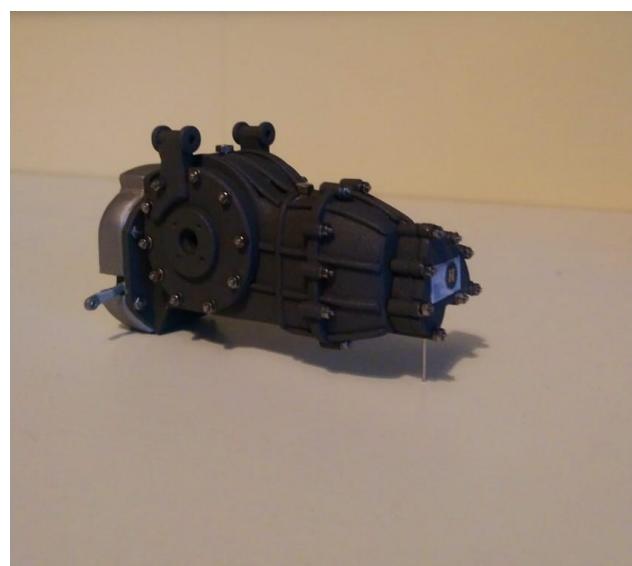
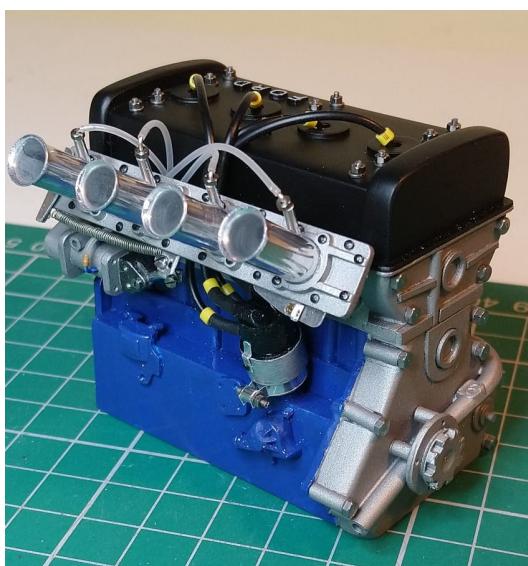
*30 years on and Andy Noble is still a very good friend. Andy left Caterham some years ago and started his own business 'Sevens and Classics' based at Brands Hatch circuit, now owned by Jonathan Palmer's MSV - Motor Sport Vision - Group, selling and servicing, Sevens in particular, and they have had a few of the 53 JPE's made through their doors too I think."*

A very special Caterham by Chris Doube continued.....



*There is never any doubt that Chris puts together some great kits. This Caterham JPE looks just stunning in it's yellow colour scheme and although it wears a Caterham badge there is no getting away from the fact it's soul will always be Colin Chapman's Lotus 7*

Hands up those who know where this 1:8 FVA engine and Hewland gearbox are destined for? Answers on a post card please.



## March the Month—in aid of Prostate Cancer UK

It isn't very often that I ask a favour from my wonderful readership, but I am asking one now for which I don't apologise and I hope you view the request with the good intentions in which it is meant and, most importantly, you do not in any way feel obliged to respond. It is purely a favour I am asking.

Most of you are probably aware of the age group where Kit Lotus sits, mainly men of a certain age many of whom will at some point in their lives be touched by cancer and even more likely prostate cancer, still one of the biggest killers of men over 55. Great strides have been made in combatting the disease and the opportunity certainly for me has arisen where I can in some small way, contribute.

Prostate Cancer UK are urging us all to **MARCH THE MONTH** and complete 11000 steps per day for the 31 days of March. I have decided it is a challenge within my capabilities and I have signed up for the cause. Now here is where you come in. I'm blatantly and unashamedly asking you to reach in your pocket for a modest donation to the cause and I have set up a Just Giving page which I will update every day and where you can register your donation.

Prostate Cancer is one of those diseases which can be quite comprehensively treated if caught early but still so many men are too embarrassed to get examined by their Doctor. I am one of the lucky ones whose cancer scare turned out to be benign, but that doesn't mean to say the journey to finding out wasn't rocky. Living with the idea you might have cancer is traumatic in itself whilst waiting for test results from MRI scans. The relief was fantastic when I was given the news but then the treatment even for my benign diagnosis had to be considered. Surgery or medication, both with potential life changing outcomes but I opted for a slow approach with a light dose medication. All was well until I undertook a welcome visit to CTL in January before lockdown only to end up in the Accident & Emergency department of the Norwich and Norfolk Hospital at 1.00 am with a seriously enlarged prostate. Despite the catheter, which I had to wear for five weeks I still made the trip to CTL that morning (it would have to be life threatening to give that up) even if it did mean having to cut the visit short to travel straight back to Nottingham to my GP. A change of medication thankfully, without any of the potential side effects, has sorted things out now so I really am one of the lucky ones.

You will all know someone affected by prostate cancer, our good friend Mike Serrurier is just coming out of successful treatment a second time thanks to the amazing work of those brilliant scientists and doctors who research , test and deliver the treatments that are available. Mike has undergone several weeks of radio therapy and laser treatment and thankfully is now back to full fitness able to share a beer or two with me over Skype and talk about Lotus stuff.

So this is my plan, to walk 11000 steps a day for 31 days to try and raise a target of £1000 for Prostate Cancer UK during March the Month. If you could help in some small way by leaving a modest donation on my JUSTGIVING page, I would be extremely grateful.

Thank you , this is the link or via my facebook page:

[Marchthemonth.prostatecanceruk.org/fundraising/John-Thornhill2](https://www.justgiving.com/fundraising/John-Thornhill2)

I've been busy planning walking routes that I can do from home with one of my best supporters, Edgar. He is the handsome one on the right of the picture and we are roughly 1500 steps from home but it is only 4297 steps more to Greggs for a chocolate doughnut proving walks really can have effective incentives. It is a good job the pubs are still shut. The organisers sent me a tee shirt which is a little snug to say the least, good job it is too cold to wear it at the moment. Hopefully when I have done the 341,000 steps it will fit properly and I won't be addicted to Greggs doughnuts and I won't be embarrassed to wear it.



## Lotus model news

Corgi with their Vanguard range continue to provide us with models of cars owned by Colin Chapman. In the 2021 catalogue and scheduled for an autumn release is a special Lotus Cortina in a rare Amber Gold finish and sporting Ford's steel ROSTYLE wheels from the Cortina 1600E stablemate. The car was apparently presented to Chapman by Ford in 1969 after buying rights to twin cam engines in order to better manage production of the Cortina Lotus and Escort Twin Cam.



Chapman drove the car for couple of years before consigning it to the collection. In 1997 it was sold to an American collector but it was re-commissioned by Paul Matty Sport Cars in the UK. The Corgi Vanguard range have some great features . The Rostyle wheels are nicely detailed as are the Lucas Square Eight foglamps slung below the front bumper which purists will notice is full width and not the normal quarter bumpers previously found on the Mk 1 version of the Lotus Cortina and sporting Ford Escorts. Although not an actual Lotus type this one should still attract interest from Lotus model collectors.

**STUDIO 27** has this 1:20 scale Transkit available to convert the TAMIYA Lotus 102B into the 1991 Lotus 101 pre-season test car . All very nice but I need some help with this one as well, the 101 was a 1989 car so by 1991 it had been superseded by the 102 (1990) and the 102B (1991)? I used plenty of Lotus reference matter to check and I also searched the internet as you would. If you do the same please be aware that this

comes with a health warning. Lotus 101 is also a reference to some sort of bedroom activity with its yoga connotations—not that I explored the subject for long I might add, just enough to make sure you are warned!!

### Type 101 1991 Pre season Test



Expect the usual high standard from Studio 27 and the kit containing everything you will need to convert the 102B.

*ROAD KINGS is a brand I am not familiar with, probably because they are models of commercial trucks but they have steered across my horizon with this very nice Volvo tractor unit in a whopping 1:18 scale. Imagine how big a trailer unit would be? Possibly too big for most of our cabinets.*

*At this point at I am at a loss for a retail outlet although the UK importer/wholesaler of the Road King range is John Airey Diecasts in Bradford.*

*This JPS Volvo tractor unit is likely to set you back around £175 but could easily make a decent backdrop to those other ranges of 1:18 resin casts in your collection.*



## Lotus model news continued.....

The Tecnomodel Lotus 12 featured in Volume 14 issue 5 and has now started to arrive in on-line retail outlets. Rapidly gaining a reputation for fine 1:18 scale resincast models, Tecnomodel have now announced two more mouth watering Lotus subjects for model collectors in the shape of the Lotus 77 and Lotus 91. Both models come in several variants. The Lotus 77 for instance is available in the Brazil original guise through to Monaco and inevitably the winning Andretti mount from the 1976 Japan Grand Prix which put John Player Team Lotus back in the winners circle.

Regarded by some as one of the prettiest Lotus grand prix cars, the Lotus 91 is another planned release from Tecnomodel. Like the 77, this 91 comes in at least three versions: Monaco, in both Mansell and De Angelis numbers, Britain and the famous victory in Austria where Colin Chapman saw his car take the chequered flag for the last time.

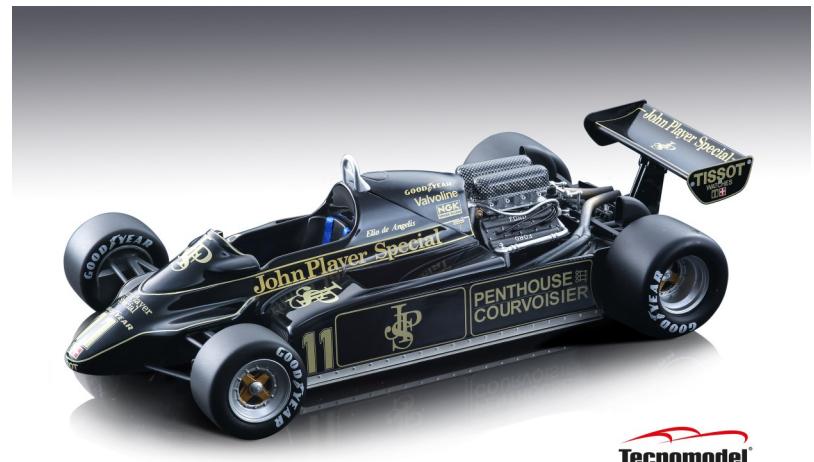
Both models will be superbly detailed and will retail around the £250 mark. Putting a pre-order in to your favourite supplier might just be a shrewd move, don't expect these to hang around for long.

*Images courtesy of Tecnomodel*

More 1:18 resincast to torture your wallet below, thankfully, a while yet before release from Grand Prix Legends.



Tecnomodel



Tecnomodel



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