



KIT LOTUS

Volume 14 Issue 1 March 2020



Photo courtesy of AMALGAM

Wow! Wow! Wow! And Wow!
AMALGAM 1:8 Scale Lotus 97T Estoril 1985 Senna's first win

In this edition of Kit Lotus:

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Photo courtesy Premium-Collectables.com

Great value
IXO Talbot Sunbeam Lotus in 1:18 scale

A very warm welcome to the next volume of Kit Lotus. Volume 14 and another big milestone. I reckon that makes us 12 years old, soon be a teenager. You will have spotted the last volume was Volume 12, but in the many years of being a motorsport and classic tour organiser, I have never issued a rally plate with a number between 12 and 14. Triskaidekaphobia is something shared by many event organisers as well as a good proportion of the population and to this day, my 2020 Nottingham Classic Tour will carry car numbers 12 then 14. I could of course have called this volume, Kit Lotus Volume Eleven Series 2 but I think only absolute purists would catch that one.

In the last issue, Simon Parson's Lotus CO-1 motorcycle prompted some comment, not because quite rightly, it looks superb, but with a familiar pattern we hear from builders of very expensive multi-media kits where even the most experienced amongst us have run into problems when parts just wouldn't fit in a million years without some major re-work. I highlighted this again in my report on assembling aftermarket throttle parts for the 1:12 DFV and having to resort to further aftermarket components to make the original aftermarket bits fit properly.

In the early years of multimedia kits it was often about the correct shape of a model but thanks to computer imaging and 3D printing, that problem has largely gone away. In those days, they were of course when most patterns were hand made in brass, often by superb artisans.

Our regular contributor Hans Nordström has penned a very interesting critique of these very issues.

There isn't much happening in the way of new kit releases in Lotus land but the diecast/resin-cast sector continues to delight and I have included AMALGAM's Lotus 97T masterpiece as the example of the highest end of ready built model. Also, flying the Lotus saloon car flag, prolific makers IXO have released a superb brace of Lotus Sunbeams in 1:18 Scale, both wearing the livery of the 1982 Lomabrd RAC Rally (and one of them that number between 12 and 14) depicting the vehicle driven to 11th place by Guy Fréguelin and Jean François Franchille. I remember the 82 event, it was very wet for me and my fellow marshals running a Sector at Donington Park, trying to keep time cards dry whilst communicating the interim times to rally HQ. As usual, IXO has made a fine job in 1:18

.....for price of some 1:43 models. On the other hand, what can be said about the AMALGAM 97T that doesn't start and end with WOW!!

We made a private visit to CTL recently for reasons I will tell you about one day but if we are to continue these visits, a couple of us will have to arrange carers to keep us out of trouble. The visit also had the wow factor even if it was a tad too short, but never fails to delight. It seems from an outside view, the transition by Classic Team Lotus from the old workshops to this new is complete. The place looks and feels settled and the welcome is always warm.

Whilst in Norfolk, I paid a visit to Alan Stammers studio to pick up a print for Kit Lotus chum and also to hear about Alan's art in more detail. His studio would make any modeller or artisan jealous.

I've included some readers' models again this time reflecting the enormous talent out there when it comes to building our beloved Lotus models. I also have updates on the progress of the 1:4 scale Lotus 107 and my 1:8 Scale Replica of the Replica of the Austin Seven Special that became known as the Lotus Mk I. You will also find a couple of readers models for sale. I'm always happy to include this but remind everyone Kit Lotus is a hobby, not a commercial venture so all I will do is put the two parties together and take no part in any transactional agreement.

Spare a thought if you would for all those in the far east who are connected in any way with providing us with our regular fix of scale model cars, kits and super detailing stuff. Many factories went on extended leave following the Lunar new year because of the outbreak of Coronavirus., now affecting these shores. Some factories are beginning to open but I am reliably informed that there will be inevitable delays in product reaching UK shelves. Bear with them, things will return to normal but in the meantime we need to share our best wishes for their health and wellbeing and hope this thing can be contained well before we are all affected generally.

I do hope you enjoy this issue as much as I enjoy putting it all together, your feedback is always welcome.

JT



Alan Stammers — Pencil Artistry

Sometimes, events can drop into place quite seamlessly, adding a dimension to an otherwise straightforward planned event. Recently, Gary David, one of our readers and contributors from the USA contacted me to ask about the *Reflections* print I had featured and commented on in a recent Kit Lotus. Gary asked about getting hold of a print and so I passed over Alan Stammer's website details. But, as it happened, two days later I would be passing Alan's door on the way to a private visit to CTL, and as Alan doesn't really do online selling, I could pop in, pick up a print and forward it on. Alan is based in East Harling just by Snetterton and of course the whisky distillery where Kit Lotus folk tend to meet before the final advance on CTL. *Don't get excited here, St Georges Distillery is a place with good coffee and a phone signal as well as award winning whisky.*

All the years I have been visiting East Harling and I never twigged that Alan's Studio was right in the middle of the village and so the opportunity to visit and pick up a print for Gary wasn't to be missed.

Any of you who have seen Alan's pencil art can't help at be amazed at his skill and quality. His interest in motorsport is no coincidence as the family farm is adjacent to the Snetterton Race Circuit and for over 40 years, Alan has sketched for fun including subjects he just felt like sketching. His excellent reputation was bound to attract attention and he has had some great success working for London galleries producing some fantastic F1 subjects. In 2003, three of his drawings were used to commemorate the end of supersonic flight by Concorde. Commissioned by British Airways, 500 copies of each drawing were produced and signed by the artist and by the last Chief Concorde Pilot, Mike Bannister.



When I arrived at Alan's cottage, the first thing that struck me was the sign — Crimmond Cottage — with the words forming the outer of an oval displaying a certain green Lotus driven by a certain dark blue helmeted figure. This drove a very familiar conversation about Alan's enthusiasm for Lotus and his respect and admiration like many of us who suffer from this incurable Lotus disease, for JC. That Jim Clark cements the thoughts of many enthusiasts world wide has much to do about how we would like the world to be and for how mankind to behave, is all epitomised in Jim's character, a winner with magnanimity, eternally rubbed off on all of us and whether we like it or not, Jim's association with Colin Chapman has drawn us in different ways into the Lotus trap!!

Not surprisingly, being in a small traditional English village, Alan's Studio is an annexe of his cottage in the garden. The sort of studio most modellers and artisans would lust over, and it is here that Alan's pencil artistry takes place. A simple well lit drawing board surrounded by traditional plan chests holding his work and walls crammed with both originals and prints. Not all motorsport I might add, although many famous signatures adorn his work, there is also autographed images of Michel Jackson, an original Damon Hill helmet, signed of course and many beautiful animal and architectural sketches including the local church at East Harling.



Who wouldn't want this studio in the garden? Just the place to create something spectacular

For Lotus enthusiasts, Alan's portfolio is plentiful. Works depicting Jim Clark in his Lotus 33 and drawn to commemorate 50 years since he passed has to be included. As is Graham Hill OBE depicted in his 1967 Lotus 49.

Alan Stammers — Pencil Artistry continued.....

.....Two of my favourite works are quite different. Jim Clark two wheeling through the Goodwood chicane is a must. Clark in a pose we



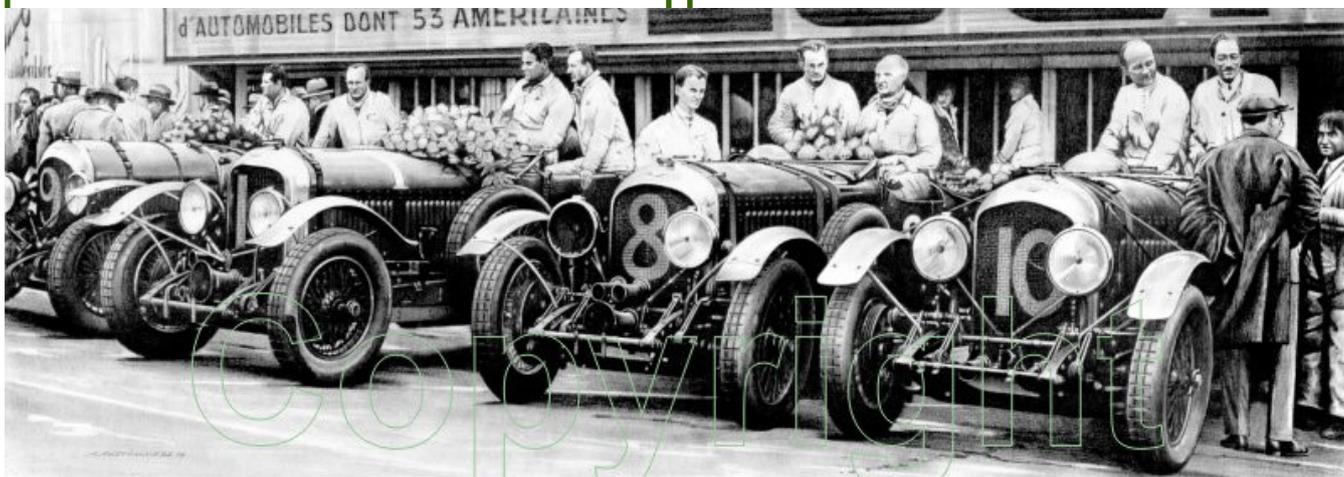
Clark two-wheeling his hard pressed Cortina past non-committal spectators/officials

always remember him by and , free from the world championship pressure enjoying motor racing for racing's sake.



Caution - Genius at work - Alan in his comfortable creative space

Alan has both prints and originals for sale. Typically his prints go for around £75 and he offers a framing service for around £40. Originals can be upwards of £750. His website has details of his complete available portfolio.



Bentley line up 1929— “so superb to be almost impossible to find something with a motorsport subject to equal it.”

My other favourite isn't Lotus but the 1929 Bentley Boys. This Le Mans line up is different every time you look at it. Notwithstanding the absurd amount of talent that went into this pencil sketch depicting the victorious 1929 Bentley team, with each car there is a different conversation with the facial expressions and mannerisms captured almost photographically with every character. It is so superb to be almost impossible to find something with a motorsport subject to equal it.

Other than his absolute talent, the technical side of Alan's pencil wizardry is no more than a 4B STAEDTLER Tradition pencil and the back side of picture mounting board. That is always how Alan has ever done it. I urge anyone to check Alan's work on his website and to give him a call next time you are in the area.

www.alanstammers.co.uk

JT

Amalgam Lotus 97T

By chance, I came across an image of the AMALGAM Lotus 97T whilst flicking through my social media and immediately reiterated with myself just how much a handsome race car this is. The black and carbon Senna car sits at the top of the stairs in the CTL works and each time I visit I always take a photograph, it just looks right. So perfect in fact that it became a candidate for AMALGAM who were able to digitally scan the car, the way most AMALGAM models are born.

I resolved then and there to get in touch with Ian Jones over at AMALGAM and see if we could get some high res images to feature in Kit Lotus and the other two Lotus magazines I write for.

Sure enough, Ian obliged, not once, but twice. Firstly the latest image of the 97T had something unfamiliar about it, which drew me to the picture in the first place, the John Player Special livery had been blurred out to prevent us all rushing downing the offy for a packet of fags and because you train your mind to accept certain images, to me this didn't look like the same car. More to the point, more and more of these historic type models are being produced without the cigarette advertising, even though, the majority of the brands no longer exist and so any amount of advertising won't get you buying that product. Anyway, that is by the by, the law is the

The AMALGAM 97T depicts the Estoril car by proudly wearing its rain tyres.

Founded in Bristol in 1985, AMALGAM's highly skilled model makers can take 4000 hours to produce the parts for a prototype and another 250 hours to assemble it before it goes in front of the manufacturer for final approval. CAD design, 3D printing and CNC machining are combined with traditional hand crafting skills to produce an AMALGAM model. All designed to ensure that is virtually impossible to discern from photographs, whether or not you are looking at the model or the real car. The build is limited to 199 pieces and the car is available from the AMALGAM website at £7665. It is possible to have your model specifically race weathered, but you will have to ask.

AMALGAM founder Sandy Copeman had the vision to approach race teams such as Jordan Grand Prix and Williams F1 back in 1995 when the first formula car model was produced, some ten years after the company first started building architectural models for many of the world's biggest architect practices. Industrial modelling for prototypes like Dyson followed before Sandy's passion for motorsport took hold. By the end of 1998, Ferrari was on board and models were being made that in market terms compared to the price



law. The second bonus organised by Ian was a set of proper illicit images with those dreaded John Player words on the flanks of the 97T, how magnificent it now looks.

In the hands of rising star Senna, the 97T delighted fans with its superb braking and turning abilities and became recognised as the best chassis of the 1985 Formula One series. Alas, 10 retirements, 7 of which attributed to its fast but fragile Renault engine, robbed Senna and Lotus of the 1985 World Championship, but at Estoril in the rain, the legend of Senna was born. He took the Lotus 97t to pole by over half a second, lapped everyone apart from second place and won the two hour race by over a minute.

of a high quality wrist watch. AMALGAM has retained that quality throughout as they strive to reach new levels of craftsmanship. Their philosophy to never compromise on expense or quality has given AMALGAM a reputation unequalled. Most top marques can be listed as supply partners with AMALGAM with Lotus boasting four models in the collection. Alongside the Lotus 97T is the Lotus 38, winner of the 1965 Indianapolis 500, the 1968 Monaco winning Lotus 49B and the 1978 world champion in the shape of the Lotus 79. All of them truly awesome models for which we will surely run out of superlatives to describe them.

JT

A critique of the model market by Hans Nordström

It is always a pleasure to receive readers views, particularly if it comes from one the world's foremost Lotus model collectors. Hans Nordström (Hasse), a very good friend of Kit Lotus and one of the original subscribers gives us the benefit of his wide experience . JT

Once again there was something for me very interesting in the latest issue. Why?, maybe not for the reasons why some models are difficult to build. Actually to cut it short, when this motorcycle model arrived on the market, I was short of money, and therefore did not buy it then, even if I should have! Then I simply forgot it! For reasons that Simon wrote about the model, it looks like I had some luck this time, as my building skills (old age coupled with lack of patience when things get though!) would apparently not have been up to the standard required for this model

After this I started to think about, why somebody like me, today still enjoy building models, and why manufacturer's of 1/43 kits are having real hard times these days.

I actually started building models back in 1977, having started collecting 1/43 models, still my main scale except for Lotus of course, which I collect in all sizes and shapes, from simple toys to high class ones. In those days ready made 1/43, mostly toys, as what could be called models only just had started to appear (Dugu, Rio and Brumm), and were still quite few! Therefore the white metal and resin kits offered many more for me interesting subjects, As most were kits, saving money was not the prime reason for me starting building kits myself.

Most kits were quite simple and easy to build, but the quality varied a lot, Among them were good ones , which if built well still doesn't look completely out of place beside todays quality models. However other ones, were simply so bad, that whatever you did it was impossible to build even a half decent model out of it. Two models, probably because their smooth bodies where hard to shape correctly and still easily released from the mould, proved to be a nightmare for most kit producers. I remember that both the Jaguar E Type and our beloved Lotus Elan (a well known car to me as I've had mine since 1972!) made by small producers proved this point. As die cast toys Corgi had made a shape wise, good Elan and both Corgi and Tekno reasonably good E-Types. Even the expensive hand built white metal E-Type from Topmarques had a blunt looking nose, and the GPM kit (GPM is still in business, but today only as a seller) of the Elan in my opinion shape



wise the worst white metal kit I ever bought. Maybe I should have kept it just because of this? OK there were others running it close, for example the Mikansue Ford Cortina 1600E and the Project 1 Lotus 501 Elite, which looked nearly Ok in a picture! Even if this one was easy to build with few parts, the end result was awful, or have I learned something by building TW Models using both more building-time as well as suitable additional parts (see later comments)?

Most other GPM kits were quite good for it's time, also their Elite Mk14 Climax! Even if Mikansue's kits usually were below the standard of the popular John Day range, they also made some very good ones like their Wolseley Hornet or Rover Jet 1 still in my collection today!

Some of my own better efforts have been modifying existing models into models not yet made by anybody else. Quite a lot of work to be done, especially if a die cast is modified. Among them I have made a couple of Crayford Lotus Cortina Cabriolets, an AutoArt Lotus Esprit S3 (much better than the old Western it replaced), a Cisitalia 202 Cabriolet (Made of a Partworks Coupe and better looking than the BB white metal one it replaced), a metallic blue road car Elise GT1 road version, built from a Starter kit of the racer, with modification not found on the Partworks models, as they simply were race cars without numbers like the prototype etc. Looks like I get more satisfaction from this, than trying to build a for me too difficult kit, resulting in a lack of enthusiasm with a poor end result?

Today nearly all kits are high class. Unfortunately this also means that some might, like the C-01 for me be too demanding to build

. A good example here is the now defunct This Way Up F1 kits. I have the Kinnunen AAW Surtees from 1974, but when I opened the box I immediately saw that there were way too many small parts for an old man like me, so I had to ask a friend for help. He did an excellent job, but he has all his life been a very

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Critique by Hans Nordström continued.....

.....good plastic kit model builder, winning prizes in many building contests, so he is a person who gets a lot of satisfaction purely from the building process. Actually like nearly all, who started building plastic kits, while many like me started building models for other reasons!

As a result I now have a RPM 1/43 resin kit of the Aston Martin Bullet prototype, which I wanted to add to my sportscar collection, but did not find the time to build it, before Matrix released a ready made one. The Matrix did cost about the same as the RPM kit, so I simply bought a Matrix one, as I feared that my skills were not good enough to build an equally good model out of this high class kit! Now I have an unbuilt kit, as delivered to me, of a car nobody at least here in Finland, even would consider changing for a cheaper model, or kit suitable for my collection (old sportscar or F1 kits or ready made missing ones) !Today one of the worst quality kits you can find are the TW Collection ones.

However the subjects of kits Trevor Wilkins makes do contain a lot of interesting cars nobody else has ever made, so even if they need a lot of work, better wheels, steering wheels, bumpers, grilles, instrument panels, windows etc, some of the basic shapes are good enough to be made into decent models with a lot of work! Unfortunately some shapes like the Unipower GT and Ginetta G11 Roadster, are so badly shaped that even with hard work, they end up not to look like the car it is supposed to be! Years ago I bought them from Trevor himself, but I lost his contact details when he retired and moved away from the studio where he had worked. It might have been in Sussex, as I have a vague memory that it was near Miles Wilkin's Fibreglass Services (Remember I've had an Elite

Mk 14 Climax) he sold the kits to me for a decent price, but now when I no longer have that possibility, to pay 40 pounds on eBay for a kit that might even be impossible to build into a half decent model, even with the help of parts from cheap ready made models (I used parts from a MGB for the Ginetta), just seems to be too much for a low quality kit.....

A TW kit I definitively would like to find is of a car with a Lotus connections, the Rochdale Olympic, but yes there are several other interesting ones too, never made by anyone else, so if anybody can trace him I would like to know!

Another thing I would need some help with is if the Corgi Partworks series recently announced will include the Corgi Lotus 25 copy, then of course I would dearly like to add it to my collection next to the original one! Needless to say if the Elan later will appear then that one would also be a must for me, as I guess this series will never be seen outside England!

Yes this started by a few comments of how useful reading Kit Lotus is for me. However it became much longer than intended, when I started to analyse my own thoughts of the current situation, and the reasons why I today also enjoy building kits, even if some are too demanding for me!

After all I'm just a collector thriving on using my time to further improve my collection today at a limited budget.

..... Hasse

Classic Models Museum—Lotus 25 1:12 big scale full detail resin kit

Reluctantly, I have decided to offer my 1:12 Lotus 25 kit for sale. Despite all good intentions the likelihood of me getting the time to build this highly detailed kit is slim.

It is a rare kit from the Classic Model Museum in Mexico. In resin, it will need some modelling skill to build but there is a set of photographs of each stage of the build. All the parts are nicely cast in resin but will need some cleaning. The tub alone is one hell of a piece of single casting and doesn't show any signs of distortion. I'm looking for £250 but I will include UK shipping. Elsewhere I am happy to provide an exact cost. Interested? I'm at mail@kitlotus.com JT



Project 1 - 1:18 Replica of the Replica of the Austin Seven Special known as the Lotus MK1

I said last issue that the main body would be the next stage of this project, mainly to provide the datums for the rest of the model once the final location of the body on the chassis has been determined.

I also found that some of the basswood (American Lime) was starting to de-laminate from the aluminium outer skin. I used a normal two pack epoxy and whilst successful for the most part, there has been a couple of areas needing a rethink. Several of the joints are wood to wood, not wood to aluminium and so I decided to give Gorilla Glue a try. Not having used it before, I followed the instructions quite closely. Surprisingly, water is involved. The instructions advise to wet one surface and spread a thin layer of Gorilla Glue on the other surface, bearing in mind when it cures, the glue will expand by three times and so clamping during the three hour cure is essential.

So far it has proved successful until I tried to bond some thin strips of basswood with the grain running along the length. Any laminator will tell you that a balancing laminate needs to be applied to the opposite face or, the face with the feature laminate will bend. This hasn't been an issue so far partly because of how I clamped the parts and left them overnight to cure. This time I only used minimal clamping and the panels cured in a curve. Maybe I should do some tests so as to gauge the curve? Could be a procedure for producing curved panels?

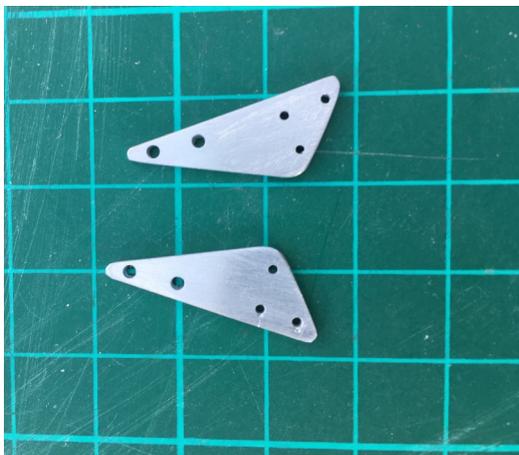
The whole thing is coming along nicely but I had to remake the floor having fixed it 6mm too high. Not half as bad a problem as the curved panel over the scuttle which I made a total of 8 times



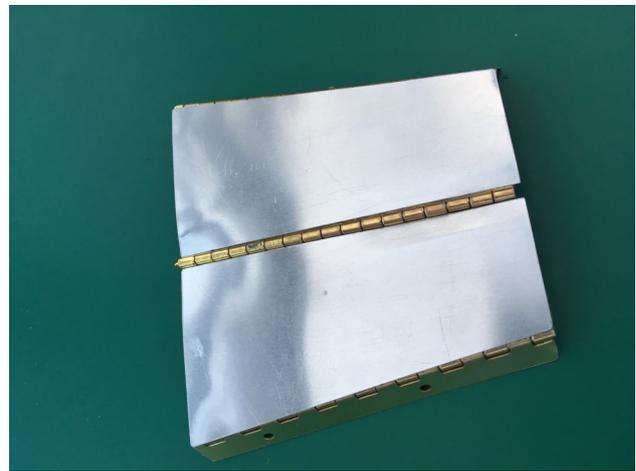
For the windscreen surround, I am using a mixture of metal and plastic. Some plastic channel will retain the screen with another plastic insert forming the glazing bead. The whole thing will be set in a brass surround and fixed to the aluminium windscreen supports. That is three materials so I need to see how that is going to finish successfully.

I have also been working on the bonnet wondering how to hinge the aluminium. My eventual solution is to use the continuous hinge found on spectacle cases and jewellery boxes, it being of a suitable size. The bonnet of the Replica has no rivets showing on the main central bonnet hinge, but a complete row of rivets on the side panels. To fix the hinges, I have used a strong double sided carpet tape but I will add a row of show rivets.

There is a lot of thinking time going in to this in an effort to turn as much authenticity in to practical solution so the smaller components can be robust enough yet not appear overscale. Sitting the bonnet down on rubber and springs is going to be a challenge.



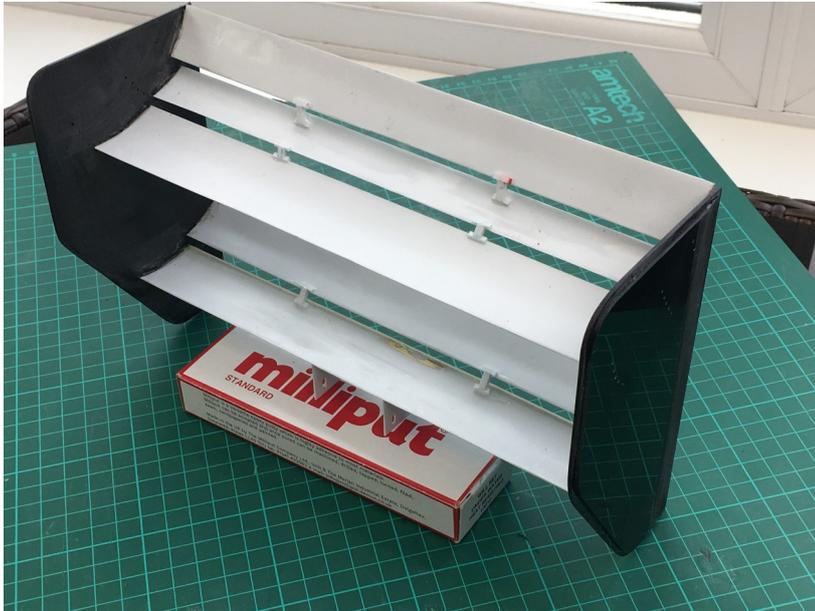
Aluminium windscreen support brackets



Early bonnet

Boys from the big stuff - 1:4 Scale Lotus 107

As the apprentice to Peter Pedroza on this project, I used our recent trip to Hethel to deliver the completed rear wing. I had finally manage to get it one piece and I have enjoyed the process playing with solder and managing not to set fire to either myself or the workshop. Each of the wing elements are made of two curved sections of thin brass of unequal width. When they are soldered together it forms a nice wing section with a hollow centre which I used to Conceal the fixings. The wing end plates are fabricated from high impact polystyrene and they are in two parts. Firstly to get the chamfer at the rear edge of the end plate and secondly



to cover the locating peg soldered into the end of each element of the wing. I flash-primed the elements to check for dents, lumps and irregularities and such like before a final coat of primer and off to meet the gearbox.

Peter had made the gearbox earlier and I am glad to say the wing fits where it should fit.

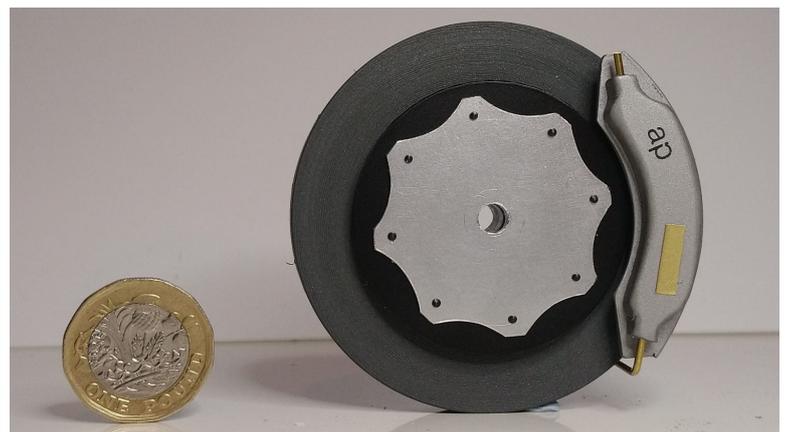
Meanwhile, at the technical end of the build (Peter's workshop), he has been busy making brake discs and making a super job as per.

Back at the agricultural end of the build (John's workshop), Peter has tasked me with getting the tyres sorted to hedge our bets in case the original plans go west. I haven't made tyres before but Peter has, from MDF (Medium Density Fibreboard for the benefit of those in countries where the stuff is banned). This meant laminating layers of MDF to form a block that can be turned into the shape of a tyre. The front two tyres alone have taken seven layers of MDF ranging from 6mm to 18mm thick and they are on the bench curing as I write having waited a few days for dry weather and some sunshine through the workshop door. MDF is notorious for absorbing moisture so the timing of any glueing is critical. More to come.....

JT



Rear wing sits where it should on top of the 107 gearbox (above), whilst right— one completed brake disc showing the relative size against one of Her Majesty's coins of the realms, or a quid.



Reader builds

Mario Covalski allows a look at his recently built Tamiya Caterham in 1:12 scale. Another superb build highlighting the quality that model builders are producing, Mario got hold of a couple of the 1:12 Sevens at the right price and set about using his spares box which included leftover decals for a Lotus 99T spare decal set. He shared the leftovers with a friend and this is the result.



The car looks absolutely right in its Camel Yellow colour scheme and with tastefully positioned decals, adding to the superb build. The story took around five years to fulfill after Mario built a regular Tamiya Lotus 99T because he loved the yellow F1 colour scheme at the time.

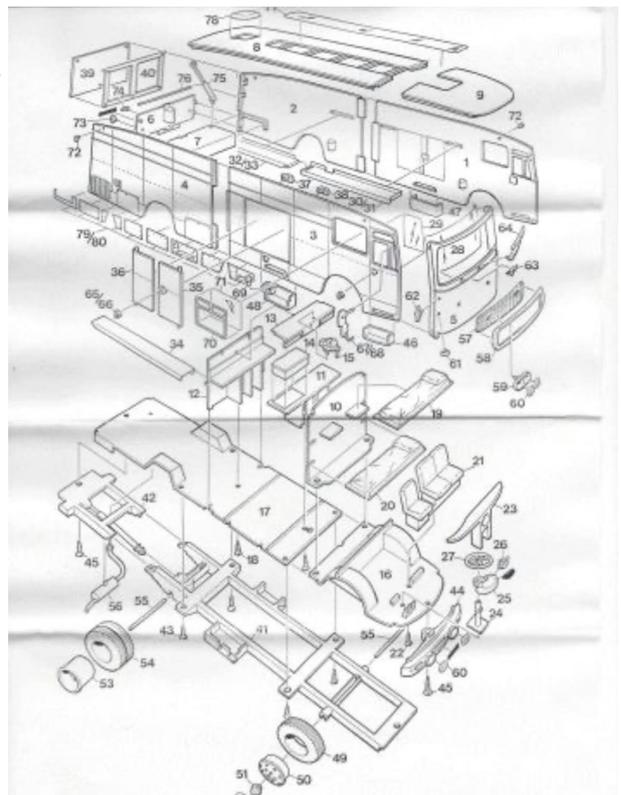


Pictures are courtesy of www.modelersite.com

Where you can find much more, but also Mario's description of the build.

Peter Stevenson is selling a rare SMTS AEC Swift Race Transporter kit. It is the same model as those produced by Spark but is a full white metal kit giving you the opportunity to produce a fantastic diorama. As unlike the Spark, this one can feature opening panels and doors. Unlike some of the multi media kits described in this and previous issues. You won't have a deal of difficulty building this one.

SMTS pride themselves in simple to follow assembly instructions that have been put together following prototyping their models. I have always found them a pleasure to build following their advised sequential approach. Peter has the JPS version available and is asking around £145 plus postage. Significant saving on the retail price. Same applies, if you are interested mail me at mail@kitlotus.com and I'll put you in touch.



IXO 1982 Lotus Sunbeam— RAC Rally I scale 1:18

By the season closer at the 1982 Lombard RAC Rally, in a very wet November of that year, the writing was on the wall for rear wheel drive winners . A new potential dominant force of the Audi Quattro was already a season old and five of the cars would finish in the top ten, with an equally dominant one-two victory going to Hannu Mikkola/Arne Hertz in first and Michele Mouton/Fabrizia Pons second. Previously and throughout most of the 1970's Ford held a vice like grip on the top spot in the RAC Rally, but by the end of 1979, people were clamouring to drive another compact rear wheel drive car, but this time one packing a 2.2 version of the Lotus 911 16 valve motor. A 1-3-4 finish in that years RAC doing the car's reputation no harm at all. That car was the Talbot Sunbeam Lotus.

The Lotus and Sunbeam was a most unlikely combination for a race car, and it was only the tenacity of the then Chrysler Motorsport Director, Des O'Dell, who spotted the potential of the Chrysler Sunbeam hatchback as a possible Escort beater. Sadly, as in most big corporations the Board were having none of the idea. Undeterred , he funded the purchase of a Lotus 911



16valve engine from his own pocket and set about building a prototype in secret for the next few months. On completion he drove the car to a meeting of the Chrysler Board where he met the directors to asked them to back the project. They smiled and said no once more, on which, O'Dell invited them to the car park. A few delighted test drives later, the project was given the go ahead. However, just at that point Chrysler UK became part of the Peugeot empire and so the car became the Talbot Sunbeam Lotus, 400 were built to satisfy homologation and the rally team began winning rallies with Tony Pond at the helm. A great driver, but prone to either win or wreck. 1981 saw new talent employed in the form of the blisteringly fast Henri Toivonen and Frenchman Guy Fréquelin. Between them, and despite the debut of the Audi Quattro, they secured the 1981 World Championship for makes. A remarkable achievement and really the swansong of rear drive rally cars.

The Lotus Sunbeam has been modelled very successfully here by IXO in the increasingly popular 1:18 scale. They also have other excellent versions in 1:43, but it is nice to see how the detail has upscaled into a very purposeful looking model. It sits well on its 13inch Minilite wheels and its Michelin mud and snow tyres and is accompanied in its nightwear sporting 4 suitable auxiliary luminaires. A nice touch also shows the PSIMAT sticker on the rear passenger window. This was the outfit I remember who would pressure wash the cars before they entered parc ferme at the end of each leg, the RAC Rally having a reputation for exporting clinging Kielder mud around the route. The interior of the Lotus Sunbeam is very well detailed and overall makes a great addition to any collection. Priced around the £70 mark, value is very, very good. The sister car #6 and driven by Stag Blomquist and Byöran Cederberg is also available. Look out for other versions in this scale and in 1:43 which covers the earlier cars and the Russel Brookes Andrews Heat for Hire version.

This brace of IXOs will be available from usual diecast outlets and model stores. If like me you prefer to build your own, several kits are available in 1:43. In larger scale you will need to look to PROFIL24 who made a 1:24 scale kit, available on their website for Euro175 tax paid and with a fifteen day lead time.

Classic Team Lotus – the best Lotus model shop

I've never really mentioned this in any way before, mainly because it only occurred to me during our recent trip to Classic Team Lotus, that CTL is most likely the best model shop in the country for purchasing model Lotus.

Each time we visit the new premises, you can see it evolving into a specific historic attraction, even down to "exit via the gift shop" or, as in many airports, the next thing after security is the duty free. I'm referring here to the foyer which bristles with merchandise and fabulous range of model Lotus to purchase. Where else could you get three small pull back Lotus racers for a fiver? Alongside the high end stuff of True Scale Miniatures, AutoArt or Spark?



Three of the nineties for a fiver, has to be a bargain

OK so retail footfall isn't up to shopping mall volumes so the whole thing relies on the regular tours and website shopping. The foyer has plenty to whet the appetite but, upstairs behind the huge graphics lurks an Alladin's cave, out of bounds to the casual visitor, but consisting of rack upon rack of scale model Lotus. Spark in particular probably accounts for the majority. In fact there are several Spark Lotus in the foyer selling at £30 each whilst the most recent releases sit on the upstairs racks waiting for that internet order.

It isn't just diecast or resincast either, the shelves groan with Ebbro kits, Tamiya and Fenix Radio Control and many Studio 27 and Model Factory Hiro multi media offerings. Next time you are looking for a particular Lotus model, give CTL a call, it will probably be in stock.

Although still referring to CTL visits as the 'new' premises, it is quite clear as you walk around the pristine workshop and on the exhibition mezzanine, that a settled look and feel to the place has rapidly emerged out of the splendid chaos of the old workshop. Now it is possible to see fully clothed Lotus with their wheels on in what is already a crowded exhibit space under the second floor stores area and yet there is still room to move. So much so that one end of the upper floor has space to lay out many of the fibreglass upper bodies of so many famous Lotus cars. Similarly, a wall of wheels and tyres next to the vehicle lift doesn't look out of place. Any industrial starkness is broken by clever use of graphic boards.



Visitors to the 2010 Classic Team Lotus Festival at Snetterton will recognise this huge graphic from the end of the marquee which housed the complete Lotus formula one grid. As a backdrop to Senna's Lotus 97T it now forms the barrier between the display area and the merchandise stores where a vast array of Lotus model cars live.



Just a small part of the array of Spark 1:43 Lotus for sale at Classic Team Lotus, many for only £30

Classic Team Lotus – January 2020

Downstairs in the workshop, a hive of activity with deadlines approaching, young Mr Dance was working on Graham Hill's 1967 Lotus 38, the stablemate to the recently restored Clark's 38/7 whose restoration won owner Nick Fennel and Classic Team Lotus the prestigious Royal Automobile Club Restoration Award 2019. The work on Hill's sister car is of the same high calibre and I'm sure before too long, both cars will be side by side for that amazing photograph.



Hill's Lotus 38 powered by Ford under wraps during its painstaking restoration and emerging in its natural colour of "Granatteli Green"



Upstairs under the stores mezzanine, the display area is already quite full but still with plenty of room to move.

There is no chronological order to the exhibits. There are some familiar faces that are obviously CTL cars but there is also a high rotation of exhibit due to the workload downstairs, and so each visit to CTL has



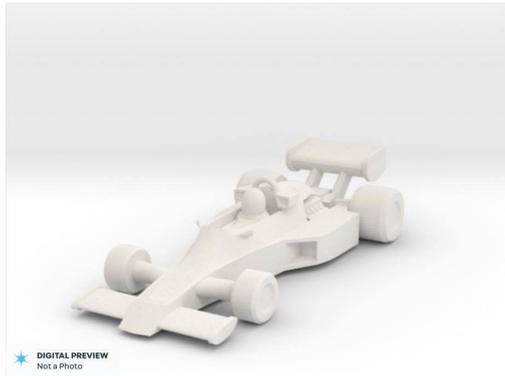
Historic line up of upper bodywork



Something different. But, don't ignore the familiar, it might just have something different being done to it and it may be a complete car or one that is 'work in progress'. Another great visit and thank you to our hosts Paula and Jeremy.....JT



Bits and pieces



DIGITAL PREVIEW
Not a Photo

White Natural Versatile Plastic



Lotus 77 HO scale

Railway enthusiasts will soon be able to start building their own trackside racetrack if SHAPEWAYS have anything to do with it. Well known for their 3D printing technology and output—they printed the 1:8 scale Austin Seven engine for my Project 1 - HO gauge is starting to emerge such as this Lotus 77. Just a rendition yet but if you check out their website you will find other amazing printed stuff.



Axel-R opportunity — Despite Roger being retired now and regaling us with lots of pictures of sumptuous food from the sunny areas of his native France I'm sure just to wind up we who live in the wetlands, people are still interested in his models. Reader Chris Hewlett has a couple of Axel-R models for sale. Chris is looking for £35 each plus postage. If you are interested email mail@kitlotus.com and I will forward your details to Chris.

The models are: The 1972, Lotus 69 driven by Emerson Fittipaldi to first place at Hockenheim,



Rouen, Osterreichring and Interlagos.

The second model is: The F3 Lotus 59 driven by Fittipaldi at Brands Hatch in 1969. very similar to the model shown opposite.

Please note these are kits and will need some modelling skills to assemble.

Couldn't resist this pair of pictures of the Axel-R Lotus 59. The kit both designed and superbly built by the man himself Roger Duteuple.



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