



KIT LOTUS

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Super Rare H Model 1:24 scale Lotus 15

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MFH 1:43 scale Lotus 88

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

Welcome to the latest edition of Kit Lotus, just two away from the landmark 100th edition but like all the others, just as important and inclusive of some wonderful examples of model building from Kit Lotus readers. It is slightly shorter than normal because there is a lot going on, what with planning for the 100th edition and not forgetting there is still one more issue before then. Add that to the model building going on along with preparations in mind for our displays at the Classic Team Lotus garden party in June, and Malcolm Ricketts Racing open day in September.

There is a popular saying that you wait ages for a bus and then two come at once, well, that's just what happened here when I featured Wolfgang Reichert's superb 1:43 scale Gullwing Lotus Eleven in the last edition, another one popped up from Wojtek Harabasz, equally impressive and worth a look. You might also want to have a second look at the cover picture. A very rare H Model from Japan of a Lotus 15 and also built by Wojtek, the 15 is of those Lotus types not normally covered by mainstream model manufacturers in either kit or ready built variants but presented here in superb order and described by Wojtek. Also on the cover is a 1:43 MFH Lotus 88 very nicely put together and described by Eric Westra. Both Eric and Wojtek's models are at a very high level and worthy of admiration like many others that appear in Kit Lotus but we must always keep in mind the overriding principle of Kit Lotus, whatever part of scale Lotus is your bag, is to always be your own best admirer. We don't all possess museum quality model building skills but one consistent factor is, first and foremost we build models for our own satisfaction and Kit Lotus will always showcase them.

It seems there is always a new model announcement these days for classic formula one racing cars with Lotus being one of the mainstays in 1:18 scale resincast and from several makers. It doesn't seem to matter that makers often replicate that which rivals have already released and in short order too, we have in this issue for instance, news of another brace of Lotus 79s in 1:18 scale, this time from Spark. Inevitably in a crowded market, some makers fall by the wayside, remember Carousel for example. Super models and in diecast not resincast, but finally they couldn't make it pay and even if they are headed by enthusiasts, the cold business function of cash has to prevail. Many makers have for sometime now used pre-orders to gauge their production throughput or, they limit the runs of a particular model and release it in several variants to maximise their opportunity. This is all well and good for selling ready built models but what about construction kits? Chinese makers of aircraft and armour are churning out much more stuff at rate impossible for any modeller to build, but kits of model cars, particularly the formula one variety are much slower and we wait for ages, sometimes years. It is therefore concerning when one of our popular makers gets into trouble. EBBRO which produced resincast model cars but then began an output of fantastic 1:20 scale formula one kits, many of which were Lotus, filed for bankruptcy in March. It has been suggested that they have been struggling lately because models like their Tyrrell 005 and 006 were announced but not released. This doesn't mean to say it was the main reason because from the word go they have been slow to turn around most kits with long waits. Remember, very early on with the release of the 1:20 F1 range, a Lotus 77 was announced, that never saw the light of day. Whatever reason caused the business failure, it is very sad news that such a fine product with its Tamiya heritage is no longer trading and we can only hope that whoever gets hold of the assets of the business, this will include all the tooling, will resurrect in a different guise. There could be more news for us in the next issue as Clive Rigby from Spark has allowed himself to be voluntarily recruited as the Kit Lotus man in Japan at the upcoming Shizuoka Model Fair. I'm pretty sure EBBRO will be a very popular topic. Whatever the final outcome we should all be thankful for the time EBBRO were producing their excellent 1:20 scale Lotus model kits.

It is nice to see more weird Lotus stuff popping up and this time Rob Campion from Australia sent pictures of a Lotus 16 he picked up in Melbourne store some years ago. Now, I have often seen models including Lotus modelled in solid pewter, either stand alone or mounted on a nice shiny piece of dark wood. Never though, have I come across a Lotus in crystal glass, now there's a thing.....



Kit Lotus, still the essential read for Lotus scale model enthusiasts www.kitlotus.org

Kit Lotus editorial continued.....

I'm going to have a bit of a chunter now about scratch building and my MK 2 project (see update). Although my workshop is insulated, I don't really want to spend any 'out of season' heating cash because it is the end of April and should be warmer, it is still quite cold for the time of year (someone promised us mediterranean summers) and it just won't stop raining and blowing a hooley and if like me you are in still in your prime but taking blood thinners, it can feel a little cold perched on my stool by my bench. Having taken pity on old bones, Mrs T allows me a table in the conservatory on which to perform dry modelling but fortunately for me, this means I have extra assistance when I inevitably drop stuff on the floor and especially when I tell her that each washer or nut equates to about 30p each (sshhhh, no one tell her how many I buy). This reminds me once of a trip I made to Imperial Metal Industries in Birmingham around 1974 and the Lightning Zip fastener factory where, any zip components that fell from the assembly machines were just swept up and put into recycling on the basis it was cheaper this way than for the operative to pick them up. Now, I can't afford that luxury, Mrs T and I have spent hours, sometimes with a magnifying glass trying to pick up tiny steel nuts and washers from grey pile carpet just to save 30p. It could be my last washer, then where would I be? I just can't afford for them to be fed to the vacuum cleaner, my name isn't IMI. This is particularly relevant when I bought my last batch of 50, 14BA screws, nuts and washers, together they probably weigh no more than a couple of Liqueurice Allsorts. They arrived in a standard envelope which really felt it was empty. The moan here? I got charged £4 quid for the postage. I know companies have to make money whenever they can these days, but as a regular buyer from a limited number of suppliers, you might think they would show the same loyalty and charge what it costs, i.e the price of a stamp and an envelope.

I hope you enjoy the magazine, as always, thank you so much to my contributors. I hope to see some of you at the CTL Garden Party and at the Malcolm Ricketts Lotus open day.

Having already published Volumes 1 and 2, I have a limited supply of Volume 3 remaining. These are available for £23.99 including postage and packing (UK only). I am happy to post overseas and can provide a cost for shipping on request. I will mark them as 'gift' so that your customs people are nice to you. If you would like a copy, or are interested in future follow-on hard copy volumes, contact me at kitlotusmail@virginmedia.com

On a similar theme, the September 2024 edition of Kit Lotus will be the 100th issue. To mark the occasion in a limited way, I have had these die cut

vinyl stickers with a water-proof

laminated finish which mimic the famous John Player Special celebration stickers from the 1970s. They are the same size as the original JPS stickers and *would look very neat on the back of Emmo's or Ronnie's or Mario's rear wing??*

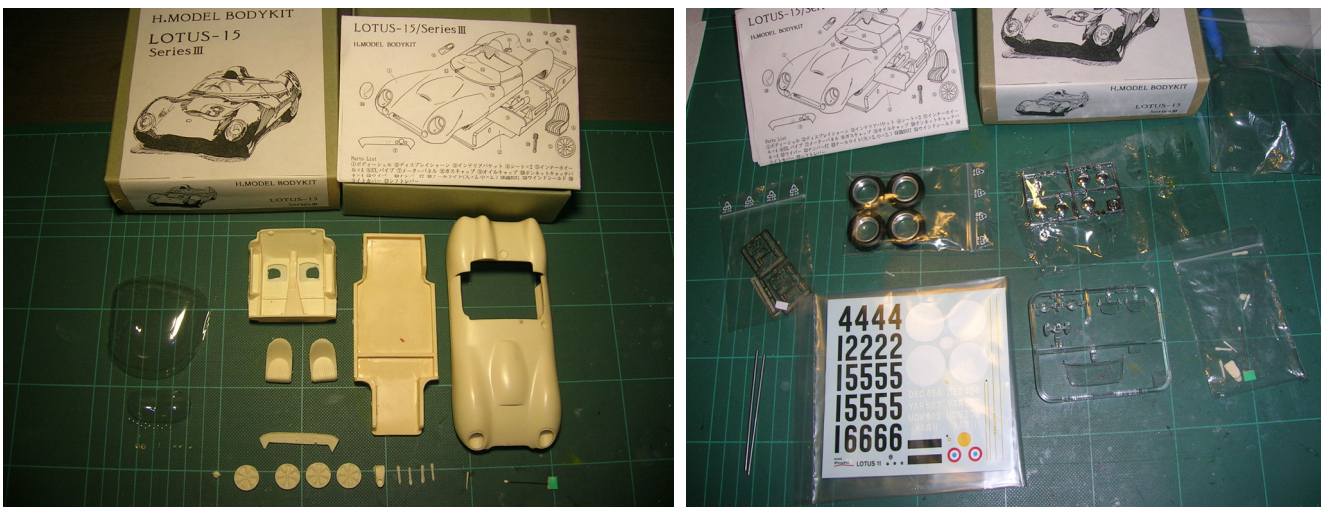
If you would like one, and again just to help cover the print and postage, yours for just £1.99 including UK postage in a board backed envelope. Contact me at kitlotusmail@virginmedia.com overseas shipping cost will be provided on request.



1:24 Scale H Model Lotus 15

I was thrilled to see the MIKANSUE Lotus Eleven Gullwing in the last issue from Wolfgang Reichert as it was a rare kit and very nicely built, so imagine my surprise when pictures of a second came into my in box, this time from Wojtek Harabasz who reported similar issues with his model that Wolfgang had, and also presented a very fine build (see separate). But at the bottom of his email were a couple of images of other Lotus types. Firstly a Lotus 15 and then a Lotus Elan Sprint, both very super looking builds. I hope to bring you the Elan later but, as usual my interest was ignited and the builder quizzed about his stunning Lotus 15.

Very quickly Wojtek, who incidentally is one of the many early subscribers to Kit Lotus, returned a file of images showing the build of the Type 15. The car is based on a very rare H Model Kit of the series 3 Lotus 15, from Japan and intended for slot car use, which Wojtek found at a German online vendor. I know very little about H Model Kits except that they are no longer produced and are extremely rare but judging by the image of the resin components, they look to be cast to a high standard.



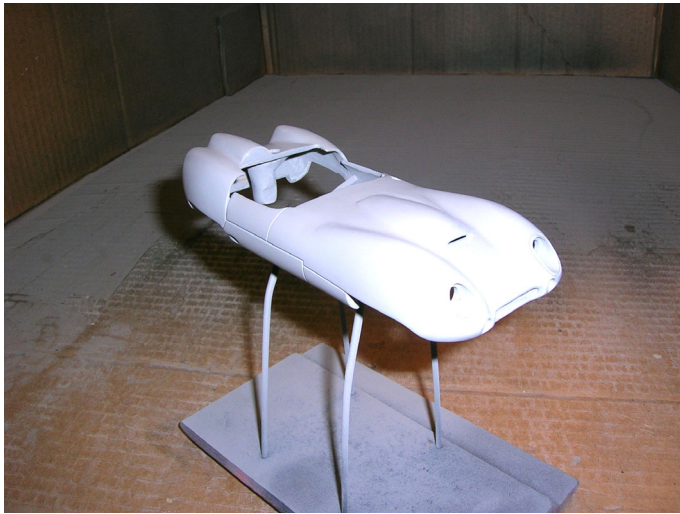
Original H Model components (left) alongside the extra parts provided by PROFIL 24 (right)

Initially Wojtek realised that some extra parts were required and so contacted Profil 24 and obtained photo etch and plated parts along with a decal sheet, tyres and rims from the Profil 24 Lotus Eleven ready for detailing his build. Very little work was need on the 15s resin surface apart from some filling and sanding underneath the rear end. Wojtek used Tamiya modelling putty to successfully strengthen the body to chassis fixing pillars. Having done that the floorpan could be firmly fixed and the model already looked purposeful sitting in its dry run format on the Profil 24 rims and tyres with the wobbly web wheel inserts that came in the original kit. Prior to this point, all of the parts were carefully washed with an old tooth brush using warm soapy water to ensure any moulding residue was removed.

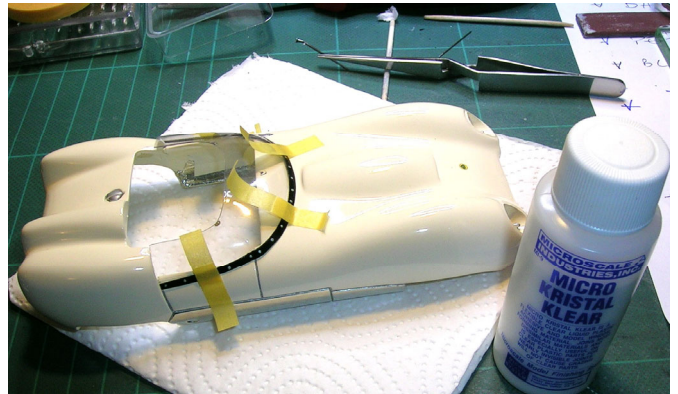


1:24 Scale H Model Lotus 15 - continued.....

Attention then moved to the interior which is a one piece casting representing the cockpit area of the chassis floor. A little filling again with Tamiya Epoxy Putty was needed prior to painting and whilst all this was going on, the body was prepped for painting and primed then top coated in a gleaming shade of Tamiya Racing White.



The headlamp and sidelamp components from a Tamiya Lotus 7 kit were added putting instant impact on the build. Microscale's Kristal Klear adhesive made short work of fixing the windshield and the build continued with the detailing parts from Profil 24. The dash got some attention again using the Profil 24 decal set but Wojtek added a fuse box to the dash panel with wiring to give it a nice touch. Both the dash and the seats were given the red leather look. Bare Metal Foil provided the finish for the lower chassis panels and as the car was intended to represent the Lotus 15 featured in William Taylor's "The Lotus Book" some research was required to ensure a correct decal set was produced. The artwork was sent to Joseph Schulte in the USA diecastanddecals.com for printing. Outcome? Stunning.



Lotus weird stuff in glass

Rob Champion sent me these pictures from Australia of a glass, Lotus 16 he bought over 25 years ago from a Melbourne Department store and now continuing our weird Lotus stuff theme. Made in Portugal, this Grand Prix series of models from 1950 to 1959 is an interesting subject in an equally interesting medium. Judging by the image of the catalogue, it was quite a range with all the famous marques of the period represented. Lotus was yet to make a mark in Grand Prix racing yet is represented against all the well known names of the time.



Difficult to judge, but the crystal Lotus 16 set alongside a TAMEO 1:43 scale Lotus 86 shows the scale to be between 1:32 and 1:24

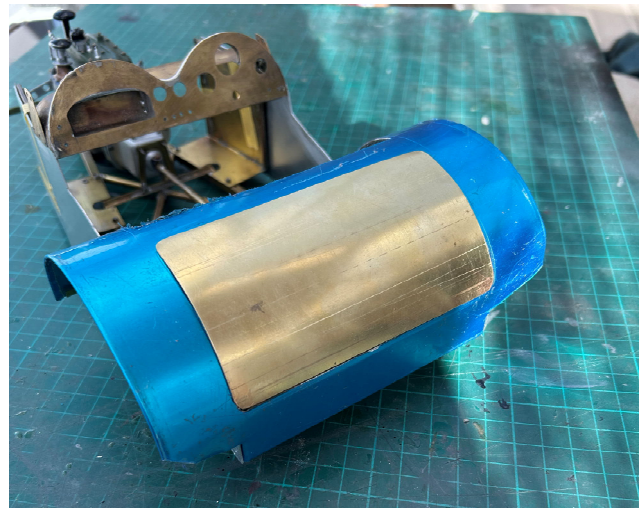


**See us at Malcolm Ricketts Racing
Open Day 14th September**

1:8 Lotus MK 2 scratch build update

I hadn't realized how long it has been since I offered an update to my 1:8 Lotus Mk 2 scratch building project and having got some other stuff out of the way I am prioritizing the MK 2 in an effort to have it progressed much more for display at the Classic Team Lotus garden party as work in progress.

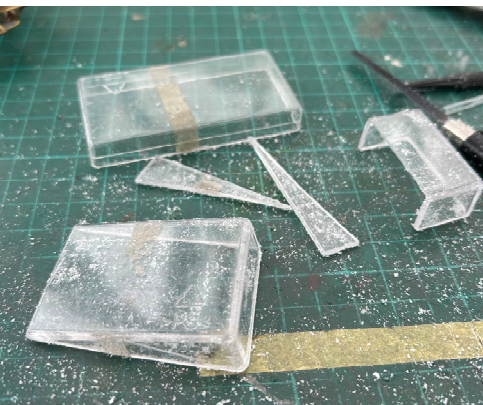
One significant thing is a change of plan, the Garden Party will feature the first 12 Lotus types, one of which is the MK 4 which, apart from the nose cone, a slightly more curved front, different front suspension and some detailed bits, looks very much like the original Colin Chapman drawing of the MK 2 in elevation so I have decided to change my plans and replicate the curved back without the extension. I think this will put clear separation between the two Lotus types and be more like the existing Mk 2 of Nigel Halliday.



Now this is easier said than done, the image on the right is the fourth attempt to produce the rear section in one piece but I am almost there. I made the boot lid in brass so I can solder the hinges. The blue finish is just the protective coating on the 0.6mm aluminium sheet.



On the offside of the car is a box extension to the body to allow foot access to the accelerator pedal. Wondering how to make this bit, I had a look in the junk box where I save random bits of plastic and packaging 'just in case'. I had a plastic container in there from something so decided to chop it up and convert it to the exterior foot box. A rod, attached to the top of the accelerator pedal sits outside and above the box extension before passing the full width of the body, to emerge through the front bulkhead linking to the throttle from the passenger footwell.



I'm finding that scratch building is often the case of assembly ,
dismantle, reassemble,
assemble again and dismantle
again. However there comes a
point where suddenly, part of the
project is complete and
re-assembly, whilst needed for
the next phase , means that
some components can be
assembled and remain fixed .
.....



1:8 Scale scratch build Lotus MK 2 continued.....

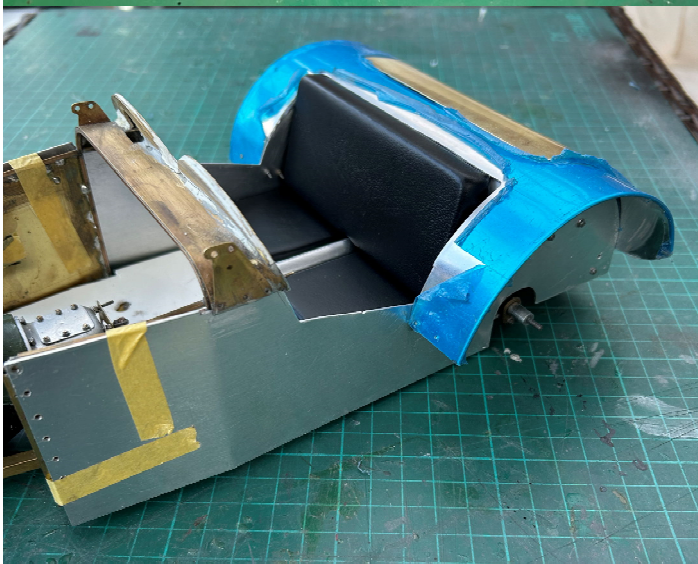


Those components, ready for assembly can finally be painted which is progress but, I rather like seeing the bits in their brass format, especially the chassis. However, it has to be done and once painted, the chassis doesn't look half bad.

I have also tried my hand at upholstery (see below) . I bought a strip of black vinyl from the local store which still has a haberdashery department—the lady was quite confused when I only purchased a 150mm strip, but at 89p, it has given me several years supply of seating vinyl. Using wooden formers, I applied heat to the vinyl with a hot air gun so that it softened and began to drape over the seat former. This allowed me to stretch the vinyl tightly over the seat former without huge folds. Small tacks in the base has fixed the vinyl to the seats



Brass chassis in primer



A few kitLotus magazines ago John posted an article about 1/8 scale Emerson Fittipaldi helmet that I made for the Pocher Lotus 72. I asked John if he was interested in a WIP of the MFH 43rd scale Lotus 88 (Essex). He was. So here we go.

I have actually always been interested in Lotus. I started following Formula 1 in 1973 and the JPS Lotus 72 captured my imagination. Mid seventies interest waned somewhat, but from the 1976 Japanese GP Team Lotus was back in the picture. I followed closely all the way to the Lotus 88. I bought magazines like Autosport but (because of the pictures and drawings) also Autosprint and Rombo to find out as much as possible about what Colin Chapman came up with next. Long story short. When JPS withdrew I honestly lost interest in Lotus. The Lotus 100T was the last Lotus for me. A few years later Team Lotus was gone. But in all those years there is a Lotus that stands out for me. The Lotus 88. Introduced as a Formula 1 with a double chassis. When I saw the first pictures I immediately fell in love with this car. Beautiful lines and so different from the other Formula 1 cars. A real Lotus.

Groundbraking, innovative and above all different. It was the first Formula 1 car with a complete carbon/kevlar monocoque. Not the McLaren, because the nosebox was made out of aluminium. McLaren had their tub made by Hercules in America but Lotus made the complete tub in-house. The specifically woven carbon fibre reinforced with kevlar became known as the Chapman tartan. But it wasn't to be. The competition was afraid that Colin Chapman had come up with something that would set them back 1, 2 or maybe 3 years. They had the experience with the Lotus 25, 49, 72 and 79. So...after a couple of outings in free practice the Lotus 88 was black flagged. These events were the first negative experience with Formula 1 for me. I was disappointed and angry because I realized that I would never be able to see the Lotus 88 in real life. Especially when I saw pictures of the black Lotus 88B during the British GP.

Fast forward. In 2011, I went with friends to the Jim Clark Revival in Hockenheim. I needed to hear a Ford Cosworth DFV again. Walking through the pitlane, suddenly and unexpectedly I stood face to face with a black Lotus 88B in Courage and Essex livery. From that moment on I had to and would have models of the Lotus 88/88B. Model Factory Hiro has now had the 1/43 and 1/20 Lotus 88/88B for quite some time now. You can imagine how surprised I was when MFH released the Lotus 88B in 1/12 scale last year. I have all the MFH Lotus 88/88B kits in 1/43, 1/20 and 1/12. This is the first. The Essex Lotus 88 in 1/43.

The kit.

If you've never looked inside an MFH kit before (no matter the scale) you might be a little intimidated by all the parts. So is this kit. First check all the parts. To do this I like to get all parts following the instruction numbers and store them in little numbered containers. Don't forget the PE parts. After this go over the parts and remove all moldseams and clean up the parts. Some people use a magnetic tumbler. Personally I'm not a big fan of those tumblers. I like to clean the parts one by one. I get the feel of the parts and twist and bend where necessary. Believe me it's necessary. I normally do a dryfit, but this kit taught me to do a full build up. I didn't and it bit me as you will see later on.....cont'd



1:43 Scale MFH Lotus 88continued

The monocoque.

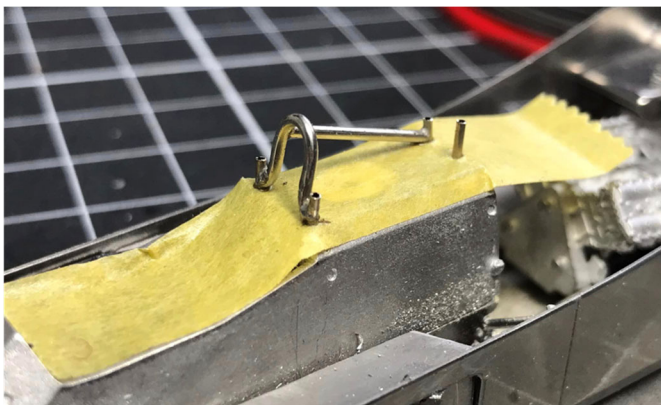
As I said earlier, this was the first Formula 1 with a carbon/kevlar tub. I wanted to somehow get as close to the Chapman tartan as possible. I found some PE with fine square mesh. I sprayed the tub with Zero Paints kevlar and used the PE Square mesh as a template to spray the greyish black. After this I sprayed light coats of Alclad transparent smoke to tone it all down. I know, the squares are a little bit out of scale. But with the naked eye....to me it looks ok. With this out of the way construction began.



“Some patience with a considerable amount of skill and confidence often produces an amazing result” (Ed)

The build.

One part that catches the eye is the rollover bar. The white metal part is not convincing in my opinion. So I bent and soldered a new rollover bar from 0.8mm nickelsilver rod. In some cases I also redo the suspension, but chose not to do that this time. The white metal steering wheel is replaced with a brass rod that I bend round and soldered together. After the monocoque and front suspension were ready I started with the wheels. To give this a little more detail I added bolts and airvalve. The airvalve is from Acustion. During this build I used aftermarket parts from Acustion and RBMotion. Lovely stuff and do check them out. The seatbelts are from cloth, but I prefer to make the seatbelts from lead. On second thought the fabric is too coarse. Another time I will explain how I make seatbelts from lead. But for now I will leave it as is.

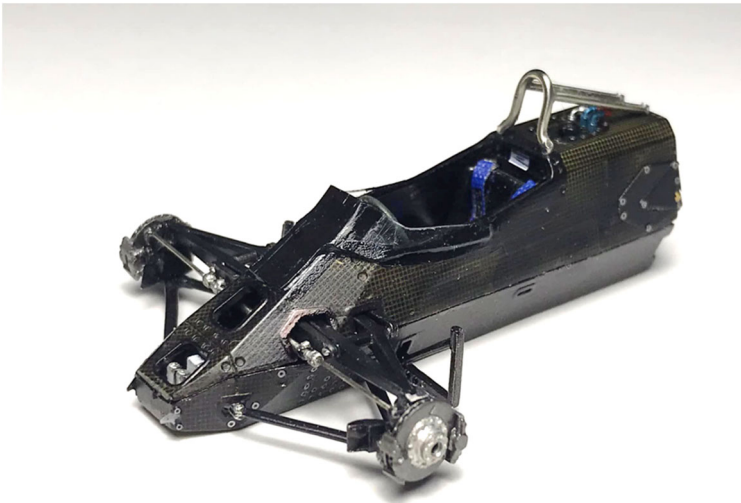


Neat change of rollover bar using nickel silver rod

1:43 Scale MFH Lotus 88continued



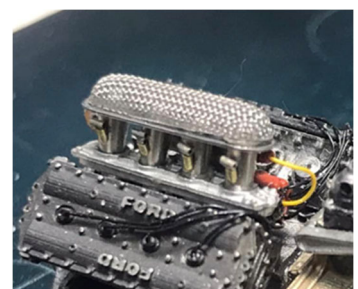
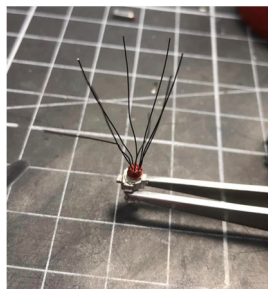
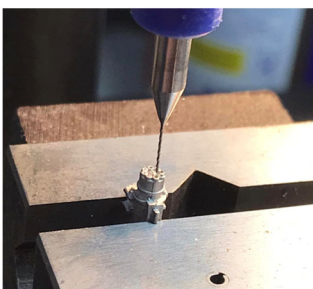
Neat new brass steering wheel replacing the white metal kit version which are often not that well cast. AcuStion safety bolts in place on the original turned wheels from the kit .



The completed monocoque. Eric has used some clever ingenuity to produce the Kevlar effect. Bearing in mind this build is 1:43 scale, MFH provides a highly detailed set of parts and not least the photo etch. Just look at those two forward fixing plates on the leading edge of the monocoque and imagine how small they actually are. Even the brake discs carry excellent detail and these will be cast parts.

Engine and gearbox.

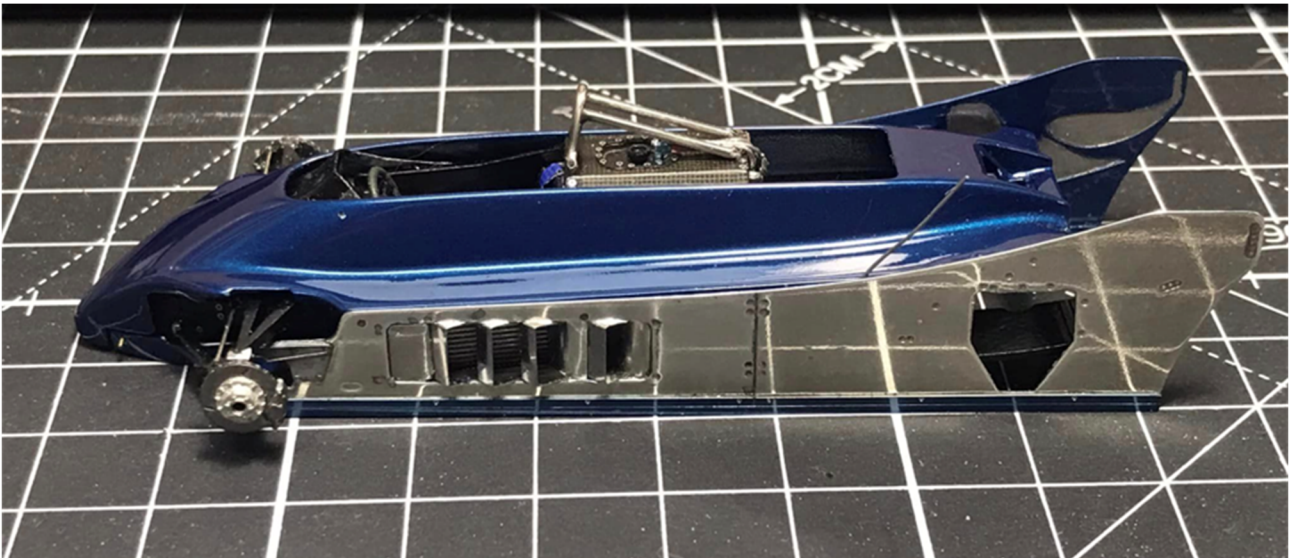
The Ford Cosworth DFV engine should always be made as detailed as possible. All pipes and wiring must be in place. I carefully drilled 0.2mm holes to provide wiring. For the fuelinjectors I scratchbuild them from 0.3mm brass rod and 0.4mm nickelsilver tube with an inner diameter of 0.2mm. Soldered together to form a T-piece. I drilled 0.5mm holes in the airfunnels to place a brass tube (inner diameter 0.3mm) into wicht he T-pieces would be placed. For the fuellines I use 0.2mm fishing line painted with transparrent yellow. For the coolant pipes and oil pipes I use different sizes of lead wire connected with the beatiful made connectors from RBMotion. You can even buy them annodized. If you want to replicate the metal woven lines. Use a fine file (diamond coated) and roll a piece of lead with the file. After some practise you can get nice results. For plugwire I use 43rd scale wires from DetailMaster. They bend easy and keep the shape you bend them in.



1:43 Scale MFH Lotus 88continued

Painting the body and solution for the chrome side panels.

After careful sanding, the body was sprayed with Gravity dark surface primer (Gravity Colors no. GC-304). Gravity Colors has the exact match for the Essex Lotus Blue (GC-284). After spraying the Essex blue I sprayed a 2K clear coat. I spray several light coats. Let it harden for at least a week. Sand it all flat and then a final coat of 2K clear. I always hope that no dustparticle find its way into the clearcoat. This time I was lucky. I polish and wax the body after the final clearcoat is completely dry. I experimented to polish the metal sidepanels, but I did not achieve an acceptable result. After much thought I tried to cover the panels with Bare Metal Foil (BMF) ultra chrome. On the real Lotus 88 they also used a chrome foil. The front wings and rear wing of the kit are made out of white metal. If you polish the white metal you can get a good representation of chrome.



Final assembly.

After I had the engine and gearbox ready the secondary chassis was assembled. Everything looked so good. But...when I wanted to install the bottomplate I noticed that it was impossible to attach the bottomplate because the lower wishbone of the rear suspension was in the way. Nowhere in the instructions you're told to attach the lower wishbone after engine and gearbox are attached to the bottom plate. I learned the hard way and after carefully removing the lower wishbone I could place the bottom plate. This is why I'm now assembling the entire model including all the PE parts. Now I can check if all the parts fit correctly. For the temporary build I use CA glue on white metal and PE parts. After the build up and all is correct I put the model in a container filled with acetone and let it there over night. The acetone will dissolve the CA glue and the parts are degreased and ready for painting. For plastic and resin parts I glue them together with Kristal Clear.



1:43 Scale MFH Lotus 88continued

Decaling.

The decals from MFH are good. They are easy to apply to the model. Normally I used decal softener. But this isn't without risk to damage the paint. Nowadays I turn on my soldering iron and take a cotton swab dipped in water. Place the cottonswab on the soldering iron and the water inside the cottonswab will immediately start to boil. Then place the heated cotton swab carefully on the decal. The decal will conform to the contours nicely. In extreme cases I only use a small amount of decal softener. After decaling I decided not to clear coat over the decals. I didn't want to lose the shine of the chrome. If you use a good wax and the decals are placed correctly you don't have to worry. I have models that are over 5 years old now and the decals look excellent. Another advantage is that should you want to replace the decals you can easily remove the old decals.



The base plate.

A few years ago I had display boxes made for my 1/43 models. On Ebay I found a sticker from Essex Team Lotus. I placed the sticker on the white baseplate onto which the Lotus 88 is screwed with two screws provided by MFH.



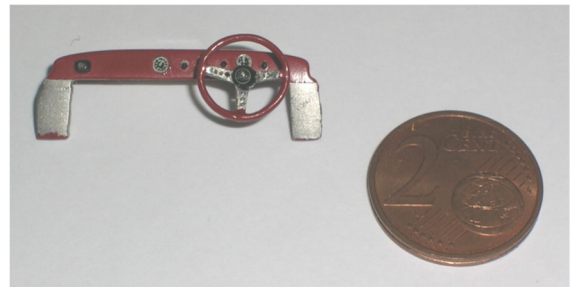
I have experience building 1/43 kits and yet this kit has taught me something. Build it before you paint it. I'm satisfied with the result but I would still change certain things. A better fit of the body panels for example. But that's for future builds. I still have to build the 1/43 MFH Lotus 88B.

Many thanks for the latest issue of Kit Lotus. Like always, a great pleasure to read!

What a coincidence, I have also recently finished Mikansue's Lotus XI Coupe. My history with this kit was a bit different. It took me around 5 years of hunting on eBay before I got one. Like Wolfgang, I decided to go for a polished finishing instead of painting. However, his final result seems to be better especially regarding deep scratches.

Like Wolfgang too, I decided to add the front lights. This was the first use of my new small vacuum forming machine. For what I preferred as a better result, I decided to replace the wheels (TRON), fuel filler caps (Renaissance), rear lights (SMTS), Lotus badge, instruments, side windows, PE wipers and more. I'm still waiting for the delivery of the door handles...

Overall it was an nice project. I have enjoyed it very much. There is though one (big) disappointment: this model is not scale 1:43, measured against the other Lotus Elevens in my collection, it is much bigger (approx. 1:33). Therefore, I can't put it in my cabinet next to those other 1:43 Elevens. Well, I have found another nice place... To be fair, on Mikansue's box nor on their instructions is any scale stated.



My new project is Plus 2 based on DiTech's 1:24 body. Many Tamiya's Europa parts will fit here. Well, a long way to go.



WH

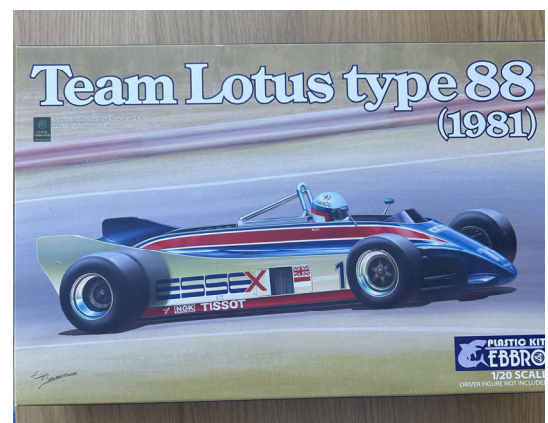


Lotus kits for sale - stash for cash

I am looking for good homes for these kits which I have determined I won't be building anytime soon. Not that they are bad kits, far from it, they are all super models but I just can't see that far into the future. All are unmade, only opened for inspection and some like the Lotus 91, have the correct aftermarket decal sheets and/or some detailed photo etch. 1:20 just isn't my scale anymore. As age catches up, dexterity and vision lose ground so for me, 1:12 and above are the scales I prefer to work in. A mixture of Tamiya and Ebbro I am asking £50 including UK postage for the each version of the Lotus 102D, the Ebbro 88 and the 72E. For the Ebbro Lotus 72C, the Ebbro 91 I am asking £55 including UK postage as they have extra decals whilst the Tamiya Lotus 79 has Ejan aftermarket throttle trumpet set and an interior white metal detail set and for this I am looking for £65 including UK postage. I'm happy to postage abroad but please contact me for shipping



costs. The Lotus 102Ds are two versions, Hakkinen and Herbert both of which have pre-painted driver figures. These kits don't come up that often. There are other kits to offload including the Hasegawa Lotus 97T with extras and I have studio 27 Lotus 88B and Lotus 95T both curbsiders and open to offers. If any of the above interest you, contact me at kitlotusmail@virginmedia.com



Lotus model news



The recent tie up with Schuco and Minimax has an early plumb reward for we Lotus fans, those of us collecting 1:18 scale and those of us who are enjoying the continuing rise of transporter and paddock models.

The tiny SPARK 1:43 versions were a big hit and no doubt these 1:18 scale 'giants' will be too. Who is going to bet against Essex, Camel, and Martini liveries appearing in due course? If I were Schuco, that would be the plan. No release date yet and the suggestion of a RRP of 199 Euros would mean a similar price in GBP. Contact your favourite vendor to pre-order.

Also in 1:18 scale, SPARK has decided to release a brace of Lotus 79s. Now you might ask, why another manufacturer has decided to produce the 79, has it not been overdone already? SPARK may be relying on product loyalty but a big plus point is the price. If you pre-order now from Grand Prix Models for example, you will get a 5% discount and you may be pleasantly surprised to see a bill for £162 each or thereabouts

(excluding postage). This is quite a chunk less than other 1:18 scale offerings and of course, you will get the renowned SPARK quality and accuracy so given that the similar resincast process is used by most makers, why is there such a cost difference? Who cares if they are a much cheaper addition to your collection?



The SPARK brace includes both Andretti and Peterson versions. The Andretti version celebrates the winning car from the 1978 Belgian Grand Prix marking the debut win for the 79 and held at the Zolder Circuit. Team mate Peterson claimed second place in Belgium, driving the earlier original ground effect Lotus 78.

The Peterson version of the SPARK Lotus 79 represents the car driven by Ronnie to pole position, fastest lap and the race win from the Austrian Grand Prix held at the Osterreichring. Ronnie had to win the race twice as heavy rain caused the initial race to be red flagged after 7 laps and restarted later. Team mate Andretti didn't make the restart after suffering an 'off' during the opening few laps. Organisers decreed that only those cars which could arrive back on the start line under their own steam would be allowed to start the second part of the race. Sadly, it was to be Ronnie's final formula one win.

Your favourite vendor will welcome your pre-order.



Lotus model news

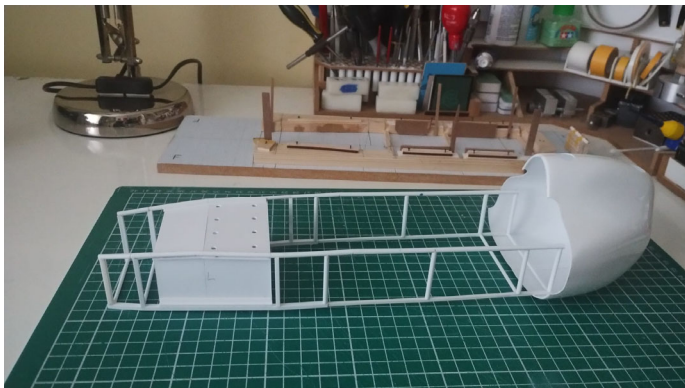
What's this? Another Lotus 97T? Well yes, after all it is one of the most iconic Lotus cars and hot on the heels of MINICHAMPS announcing a set of 'dirty' 97Ts, Spark announced another brace from the Portuguese GP of 1985 with the S7152 #12 car of Ayrton Senna and S7153 #11 car of Elio de Angelis. In short order, pretty soon after announcing the Senna car it was cancelled along with all pre-orders. Probably due to some



S7154



licencing issues surrounding the Ayrton Senna driver figure because just a short while afterwards, meet the SPARK S7154 #12 from the 1985 Portuguese Grand Prix complete with a neat red set of replica Sabelt seat belts draped where the driver figure usually sits and some interior detail. A first for SPARK? No driver in a Formula One model car in 1:43 scale? Pre-orders begin again for this very nicely detailed—as always—model from SPARK. The carbon fibre detail is quite visible on the wing surfaces even in 1:43 scale. I had to apply this as an aftermarket on my 1:12 scale MINICHAMP version showing as always that there is lots of detail, with a SPARK model.



Can you tell what it is yet?

TAMEO KITS

**TMK 446
LOTUS RENAULT 95T
DUTCH GP 1984
N.Mansell - E.De Angelis**

**White Metal 1/43 Kit model
IN LAVORAZIONE / WORK IN PROGRESS**

There will be full details in a later edition when the model is ready, yet another 1:43 scale masterpiece from TAMEO the Lotus 95T (above) driven by Nigel Mansell and Elio De Angelis. The Dutch Grand Prix version is the subject.

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