



# KIT LOTUS

Volume 7 Issue 5 October 2014

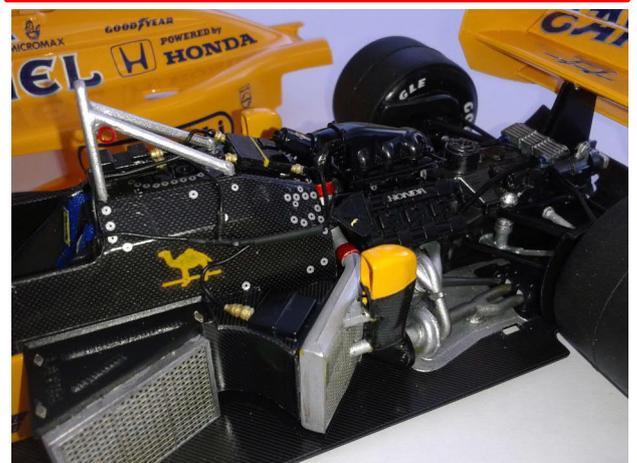
Superb SMTS Lotus 64 finished in "Granatelli Green"



A model fit for a Grand Prix Masters Champion .

Visit to NYLOC/JCT600 See inside for more

" It ran so smoothly it was like a Sunday drive" - Mario Andretti



How to increase your carbon footprint without harming the planet

## Kit Lotus Editorial

'the world's only magazine dedicated to scale model Lotus'

Eight weeks soon comes around signalling the time to share more Lotus modelling escapades, so welcome to October. I have the usual fayre to serve up with a couple of build reports of my own thanks to having a little more free time on my hands after 12 months of hard slog. Of the two, I have the Lotus 99T to thank for keeping my mind sane during the last twelve months. At the tender age of 61, I decided to take on a Post Graduate Law Degree at the University of Nottingham which meant some serious study time in between work and family. It was hard work but well worth it and the 99T helped me regain some solace on the occasions when I had to drain my brain and is why it took so long to complete. Then, suddenly, study time is over, the SMTS 64 arrived and I thought it would have been rude not to build it.

Having completed both, my attention turned to the lack of contrast within my display cabinet that has been missing some Rob Walker blue so out came the EBRRO Lotus 72C which I have commenced. So far so good, the 72C kit has some excellent detail and whilst similar to the Tamiya set up, particularly in the layout of the instructions, the paint list and the decal application graphics, there are some subtle differences. Fully finished tyres for one, with the tyre detail ready printed on the tyre walls, this attention to detail will really set off the finished item. Not so attentive to detail are the instructions with one or two components referenced with numbers different to those on the sprues. Admittedly not a big deal particularly as EBBRO give us variant options within the same kit and whilst some parts are duplicated, others with minor differences are also included which makes for extra value in my book. I am finding that the fit of some engine parts lack the crisp tolerance of the TAMIYA versions but here again some subtle differences show that some change of thought as to how it assembles has been applied. I'm looking forward to finishing my first EBBRO and will keep you posted. Oddly enough, I was painting the Scottish blue on the body parts a couple of days before the Scottish referendum on independence and I thought to myself that we could end up with some of our Scots born British heroes taken away from us and we would have to negotiate shared nostalgia rights!! Imagine having to have a passport to visit Duns!

The Kit Lotus crew enjoyed a Sunday trip to Leeds courtesy of Lotus dealership JCT600 and the North Yorkshire Lotus Owners Club (separate report), being given the opportunity once again to show off our models. People find it strange the concept of not having models for sale and often leave our display bewildered having spent time viewing without any sales pressure. It works for us.

**We were saddened to learn that Len Terry, designer of some of the most iconic Lotus racers including Jim Clark's Lotus 38, is no longer with us, passing at the ripe old age of 90 in August.**

**Len very kindly paid us a visit to our display at the 2013 Race Retro where he lingered for some time over Pete's 1:8 Lotus 30/40, reminiscing with us about the design difficulties he had to face to try and make it a race winner. It was an immense pleasure to have met him.**

Occasionally, it is good to get the opportunity to do something special for someone and it is this which brought a collaboration between Classic Team Lotus and Kit Lotus. CTL wanted to find a model of the Lotus 92 to present to Greg Thornton who won the 2013 Grand Prix Masters Championship driving his 92. No scale model of the 92 exists at present and so armed with two 93 Kits, our scratch building master Peter Pedroza came to the rescue and built the car over a few months. Everyone was sworn to secrecy so that the model could be built and presented to Greg without any prior knowledge, a complete but very nice surprise. Pete's build of the 92 is featured in this issue of Kit Lotus. Pete did show me the model just before the final touches were applied but only on condition I might have to poke my eyes out if I couldn't hold on to the surprise. Surprise it was and a very pleasant one too. See what you think.....



Andrew Ferguson said that the Lotus 64 was the most complicated race car they ever built and judging by the rolling restored chassis I saw at Donington (Club Lotus show 2009), I would be inclined to agree with him and apart from some bizarre shaped toy die casts, the modelling world had until now that is, largely agreed with him also. I recall sharing correspondence with Jim Marsden in the US on the same subject and if anyone knew of a half decent model of the 64, then Jim would. Fast forward a couple of years and SMTS dropped a hint they were working on a 1:43 scale white metal Lotus 64. Since then I have kept in close contact with them for news, being rewarded with an early picture of the prototype for Kit Lotus where you saw it first. Imagine my delight when at long last the SMTS 64 landed on my doormat especially so that yet again, the artisans are the only outfits brave enough to tackle such an obscure subject, that of a car which showed immense promise only for circumstances to rob it of the opportunity.

At last a 64, now lets' see what SMTS made of it and how they tackled such a beast. For starters, it



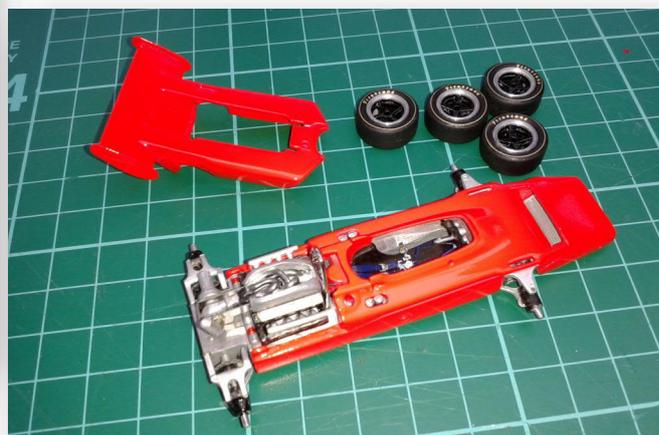
**Bare metal dry run**

was a big car and there is a lot of metal in this 1:43 kit but first impressions of the instructions revealed once again just how much thought is put in to the assembly of the finished model by the SMTS technical bods well before commitment to casting is made. SMTS instructions are a simple concept and lack any significant description other than to say follow the numbers, and it works. The exploded views shows each part with a number and by and large should be assembled in that order. It soon becomes logical why the order of assembly has

been taken. In this case, the car has a base plate with sections requiring photo etch that will form the front mounted cooling radiator and will be visible on the finished article, followed by the inner tub, followed by the body shell.

The base plate is drilled and countersunk to accept two fixing screws which locate in the upper body section ensuring the tub section containing all of the suspension is fixed between the two.

The upper body has a separate rear section for the engine cover/rear wing assembly. Two points to consider. Firstly the tub section has to fix within the upper body but with a slide fit that will enable the two sections to go together without fuss at the final assembly stage. Secondly, the engine cover gives you the opportunity to have it as a removable piece although much of the nicely detailed but pretty ugly Ford V8 can be seen with the cover in situ. If you choose this removable option, it requires a 'clip' fit (not quite an interference fit), this will ensure the cover stays put unless you decide otherwise. If you take the removable option you may need to sacrifice the rear etched panel clips which in themselves are a small work of art with three for fixing either side the car.



Parts which are all metal still need to be fitted first before any fixing or painting. Careful trimming, cutting and filing is needed with lots of dry fits to try the assembly before starting the fixing. For the fixing I used a combination depending on the part. Superglue, Araldite and Evostick were the three adhesives used dependant on the size and weight of the component.

## SMTS Lotus 64 continued

The quality of SMTS casting is high with minimal flash and light split lines, fitting the parts passed off without dramas. I did make sure all the locating holes were drilled through so that small parts located easily and gave some purchase for the chosen adhesive.

For the body colour I used Tamiya Day-Glo red from the TS spray range on top of Tamiya Light Primer in grey. But, before getting to this stage, the body components were thoroughly cleaned with steel wool followed by a high grit wet and dry paper being careful not to destroy any of the fine detail along the way. I used my portable spray booth to get the paint finish and was really pleased with the end result but not without a couple of dramas along the way. I finished off the first attempt and then decided it looked a bit pink around the front nose cone opening, bad move, I impulsively gave it another quick spray and then instantly regretted my actions as orange peel began to appear on the end of the nose cone and the rear engine cover. Undeterred, the engine cover was stripped back to metal and painted again, no dramas. Then carefully masking off the nose cone with Tamiya masking film, I



resprayed the nose cone. Great finish, but when I removed the mask I had two shades of Day-Glo! Nothing for it but to strip it and start again, this time without any dramas leaving a decent Day-Glo shine.

Quite soon the majority of the components were ready to fit but I decided to leave things alone for a couple of days to ensure the paint finish had cured properly and I turned my attention to the wheels and tyres. SMTS provides a machined outer rim for the white metal wheels and it really sets off the finished item, removing the need to scrape back the paint and/or paint a contrast aluminium edge.

Other models in the SMTS range have the same feature reflecting on the detailed thinking behind each product. Wheels on the 64 excluding the outer rim are black.

Fitting the tyres can be a problem, usually they are a tight fit over the wheel, so rather than risk the tyres splitting, it is time to make yourself a cup of tea. Take two mugs from the cupboard and one teabag, put the kettle on, place the teabag in one of the mugs. When the kettle has boiled pour water over the tea bag and pour an inch or so of hot water into the other mug. Place the four tyres in the mug without the teabag. In the time it takes for the teabag in the other mug to infuse, remove a tyre with tweezers from the mug with hot water (can't have you risking a scald) and slip the tyre over the wheel. Repeat three more times, take the tea bag out of the other mug, add milk and relax after a job well done. Four tyres neatly on four wheels and without drama. When you have finished your tea, put the Firestone tyre ring decals on to the each tyre and just to make sure you might prefer to use a little decal setting solution to ensure they stay down wrinkle free.

The decals are well printed for the scale and went on without any dramas. The two rear wing decals in particular bear witness to this SMTS assembly thinking. By wrapping the rear wing extensions in a decal, only the wing end plates are visible and easily painted whilst masking and painting the entire wing extensions, possibly on top of red, would be more difficult.

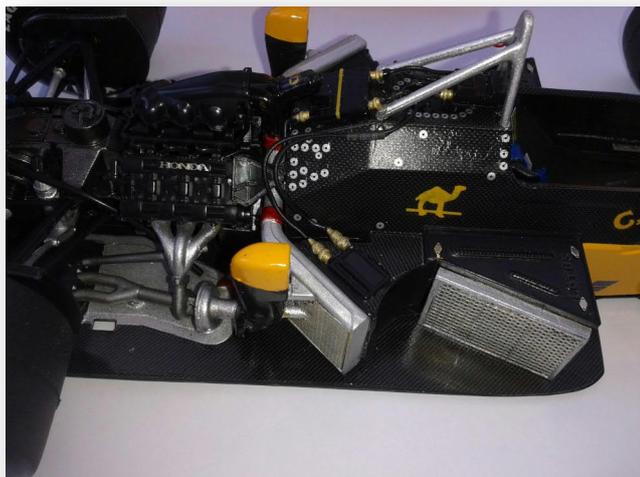
I always find the vac forms on these kits very fiddly, not my specialist subject by any stretch of the imagination and this one is no exception. Cutting is the first hurdle, making sure it fits the recess where it is supposed to is the next, but, making it stick is the real fiddly bit, made much easier nowadays thanks to the tips and support I have picked up since starting the Kit Lotus adventure. I now only ever use clear acrylic paint to set the vac forms.

There are two criticisms I could find: Firstly, there is no decal layout and so access to some research is needed. Of the many Lotus books available, the 64 isn't featured prolifically and so you will need to dig. Second, The wheels should have knock on fixings, they were missing from the kit. Otherwise, another great kit from SMTS who continue to bring us Lotus subjects .

**Kit Lotus** will be on display at the 2015 Race Retro, Stoneleigh 20th, 21st & 22nd February. Look out for further news.

## Tamiya Lotus 99T

At last the 99T is finished, other commitments meant this one took longer than usual but it did give me the odd period of relaxing model building these last few months with no pressure to get it finished. But, finished it is and it was debuted at the JCT600 Lotus open day in Leeds.



I have to say that my 'job satisfaction' for the build reflects the changes in the way I build models since I started Kit Lotus in 2008. Since then the people I have met and the knowledge they have shared have all contributed to me becoming a better builder. Before Kit Lotus, I would hardly have tackled anything remotely after market or detailed up but now, it is essential that any model out of the box has to have those extras as goals and ambitions change.

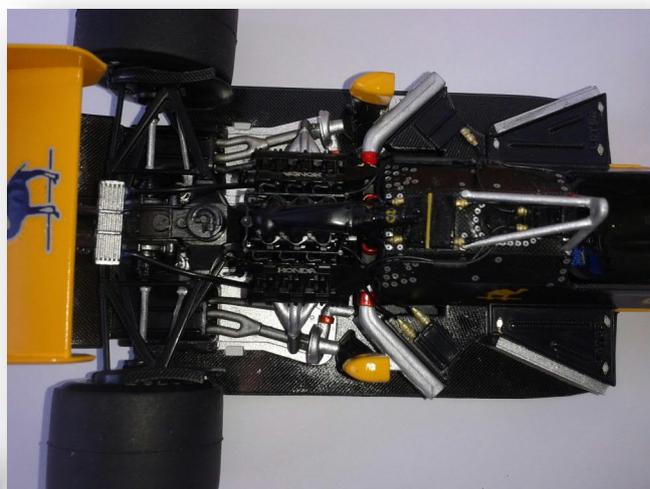
The 99T was only my second attempt at covering large areas with carbon fibre decals, my previous efforts ending in disaster. N



Nowadays thanks to the internet we have the opportunity to find almost anything connected with building models. In particular the tools, accessories and grade up parts which we thrive on. I used a set of Studio 27 carbon fibre decals printed specifically as an upgrade for the Tamiya kit rather than cutting my own from a full carbon weave sheet and this made the job much easier. However, gallons (well it seemed like it) of decal softener is required. Funny this because it seems I always use loads of the stuff and yet the one ounce bottle seems to last ages despite me knocking it over twice!!

Studio 27 have a burgeoning list of pre-cut carbon fibre decals for many kits, mainly Tamiya, but it certainly softens the blow of applying them to the model. Lots of sheets exist for the modeller to cut and make the decal but this can mean deciding which way the weave on the printed sheet might affect the finished outcome especially on parts that are symmetrical. Getting the weave the wrong way will stand out like a sore thumb .

On his build, I also tackled some detail plumbing both



electrical and fluids. This time, armed with packs of TOP DETAIL electrical connectors and hose ends, some heat shrink sleeving and a small hot air gun. However, expecting the accuracy rather than a representative of the wiring loom and the hose arrangements on any model is a different world and I am satisfied that the model ends up at a standard I can live with. I know there is much more but I stuck to my motto—quit whilst you are ahead.

Continued.....

## Lotus 99T build continued....



Tamiya formula cars virtually always feature a detailed engine under a removable engine cover which means if I want to display a model with the cover off, the build quality of the bits underneath the cover need to be reasonable. It also means that the cover has to be able to be put on and taken off without breaking anything. The standard fix is quite a 'sharp' clip fit and not conducive with taking things apart on a regular basis. My advice is to make it fit



just on the edge of tight and don't snap the cover fully in to place.

For ages, I have had some AcuStion photo etch for the 99T lurking in my spares box. I bought it for the Good Year Eagle paint stencil in the set, just in case I had a wobbly when fitting the tyre wall decals at anytime. I'm glad to say I have not had need of it yet but the set also contained stainless steel radiator facings and a pair of cam cover Honda logos which make a neat addition to the engine.

I'm not particularly fussed with the moulded in seat belts which are a feature of this era Tamiya kits and whilst I think the Tamiya after market set belt sets have fantastic etched buckles, they are let down by the paper self adhesive belts themselves.

I get around this by using fabric belts such as the type found in the Japanese multi media kits from Studio 27 and MFH. There always is more than you need and so having a surplus in the spares box is not unusual. Like the Tamiya sets, the fabric has an adhesive backing and can be cut to fit the Tamiya buckles. My technique is to lay the fabric over the moulded in belt within the TAMIYA seat and usually ends up looking at least half decent.

The aftermarket detailing parts give a new lease of life to the kits that have been around for more than a few years, my end result on this build is so much different to the original I built 20 years ago.

At last a bit of contrast lives in my display cabinet, now I need some Rob Walker blue..... hhhmmm?

If you feel the need for more Camel yellow in your collection, Studio 27 have two transkits that may fit the bill. The Lotus 101 and the Lotus 98T (latter available in JPS or Camel colours). Both models need the respective Tamiya donor car, 99T and 102, both transkits have revised body shells, suspension parts, aero parts.



## On the road again - Kit Lotus at JCT600

Following an invitation by Ian Townell, an active member of NYLOC—North Yorkshire Lotus Owners Club, Kit Lotus was asked to put on a display for the open day at the JCT600 Lotus showroom in Leeds where Ian had organised a charity scalextric race (see last issue).

Some 1200 invitations had been sent and the NYLOC members provided a display of their Lotus cars. Inside the showroom, a Lotus GP car provided by the Lotus factory took pride of place in front of the TV screen where the Italian Grand Prix was screened. As a show car it looked great resplendent in the colours of Grojean and Maldonado, but



obviously, this isn't the real deal and there is just a suspicion that it could be a paint job on one of the ill-fated T125 ultimate track day cars. It doesn't appear to resemble anything out of Enstone but looks great nevertheless.

The Kit Lotus display was provided by John and Peter, Simon being unable to make the long trek from the south coast for this half day event.

Peter brought along his magnificent scratch built range of Lotus race cars, 1:5 scale engines, dioramas and figures, on display whilst I had my 1:12 49s, the brand new SMTS Lotus 64 and my recently finished Tamiya 99T.

**Our last visit** of the year to Hethel takes place this month and as usual we are looking forward to it. No matter how many times we visit, the welcome is always the best and the workshop never fails to impress, can't wait.

On the racetrack, prizes were on offer for the fastest time set by an adult and fastest time set by a junior. Overall the sessions just went to prove that the younger you are the better you are. My own mediocre 1 min 7secs for ten times laps probably being the wooden spoon time whereas the fastest adult rattled off the laps in under 46 seconds. However, bring on the kids and Peter's granddaughter Lola, a cool five years old who couldn't even see one end of the track calmly delivered a blistering time of 35 secs. An older rival of 7 years went nip and tuck with her throughout the day dropping the 10 lap time down to 33 seconds at which point Lola went back in to the lead succumbing only at the end of the day to a sub 32 second time by the older boy, Both of them driving Evoras of



course.

Despite the rubbish lap times (I never had a scalextric as a boy, it was always trains in our house) I scooped one of the raffle prizes donated by Classic Team Lotus in the shape of a set of Ayrton Senna pull back racers. It seemed fitting to pass them on to someone much more deserving and Lola now has the start of her very own Lotus model collection plus an ambition for Santa to bring her a Scalextric set for Christmas.

Overall a very relaxing day with the staff of JCT600 up in Leeds and members of the North Yorkshire Lotus Owners Club, many of whom brought along their prized Lotus road cars for display. For Ian who put the Lion's share of effort into organising the event, he intends to take his charity slot car racing on the road so wish him every success with the venture. Keep an eye out for him at Lotus track events up and down the country and on the 'meet the collector' feature in this issue. For us it was another opportunity to showcase what we do and to chat with other Lotus enthusiasts.

## Modelling a Grand Prix Master by Peter Pedroza

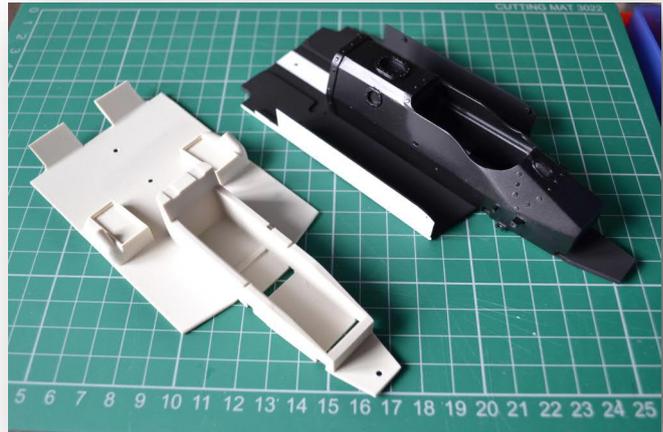
Back in 2012, business man and racing driver Greg Thornton bought himself a Formula One car. The car in question was the 1983 ex-Nigel Mansell/Elio De Angelis Lotus 92 Chassis 5 and was the World's first racing car with active suspension and the last F1 Lotus to use the Ford-Cosworth DFV. Sadly, along with the 93T, it was also the last car to be designed before Colin Chapman's untimely death.

So, armed with this special car and with the on-track support and experience of Classic Team Lotus, Greg Thornton entered the Masters Historic Formula One series and became the 2013 Champion. At some point during that winning year he asked Clive Chapman for a model of his car. The problem with his request though was that the Type 92 is one of the very few Lotus F1's that has slipped under the radar and is not reproduced in scale form. Clive and Sapphire Whitbread talked it through between themselves and concluded that a model could probably be built from a combination of other kits, but who could build it for them?

Jumping forward to March 2014 and the Kit Lotus visit to CTL. All of the above was explained to us by Sapphire on our tour of the workshops. I had a quick think and volunteered to build it for them based around a Studio 27 Type 93T and using a donor engine from a Tamiya 78 kit. The very busy historic racing season was about to commence at that time and therefore it was June before things could start moving. A large box arrived from deepest Norfolk containing the kits, General Arrangement drawings of the 92 and 93T and a disc with over 60 photos of Greg's car as he raced it during the 2013 season. Prior to starting the project I had done some research and could see that there was a lot of similarity between the two cars. Same distinctive tall, angular bodywork, same wings, same suspension and gearbox; so, apart from the obvious engine change, the only work looked like being minor mods to the side pods. However, upon studying the G.A. drawings it quickly became apparent that there were significant differences to these side pods.

The Renault V6 Turbo was in effect two 3 cylinder engines each with its own exhausts, radiators and turbos, the only shared parts being the central fuel injection and ignition systems and the central crank. All of this gave a nice symmetrical appearance to the side pods. The Cosworth engined car however was different. Water radiator on the left and a much smaller oil radiator on the right gave the car an asymmetrical view with regards to the top exit ducts.

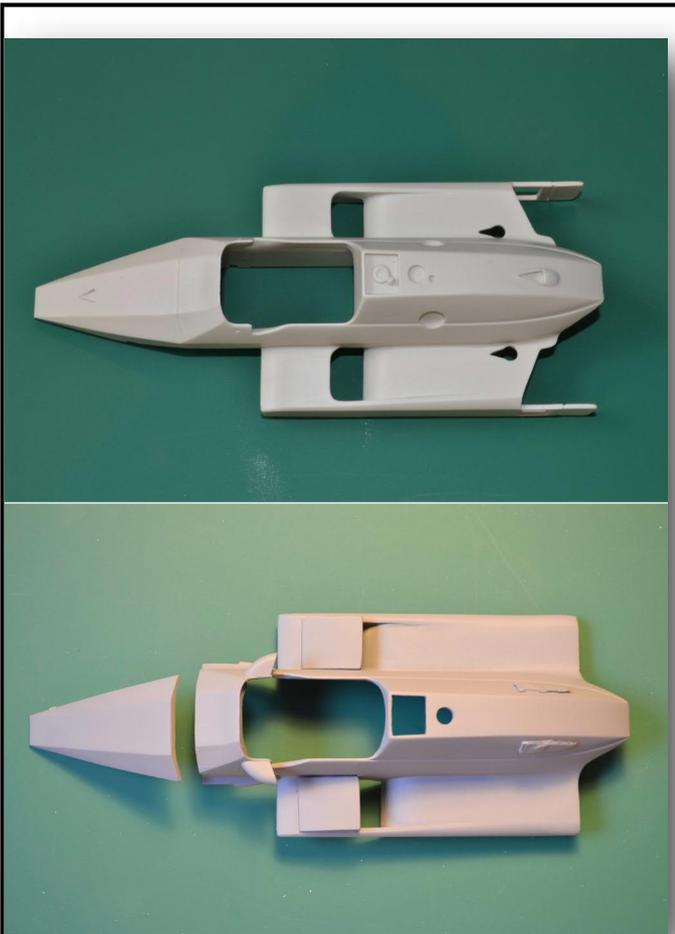
Not only that but whereas the turbo cars pods stopped quite short with apertures for the exhausts and pop off valves, the 92, having a longer wheelbase anyway, meant that while the tops were smooth they extended a lot further back towards the gearbox. Then a second and much bigger problem appeared with the fitting of the engine. A quick build of the basic Tamiya block and a dry run resulted in that there was no way the top body would mate with the lower floor.



This was of course to with the fact that this Studio 27 kit is a kerbside model. There is no separate monocoque as such with what would be the fuel tank on the car being a very large solid lump of resin and of course the V8 is longer than the V6. But the real reason the engine wouldn't fit was that while the top body section is a real beauty, in part this is down to it being of very thick section which gives a really nicely finished moulding. However, whereas in a plastic kit this sectioning would nominally be about 1mm, on the resin kit this was anywhere between 2.5 and 4mm and therefore took up engine space.

After a really good think, rather than struggle with the kit as it was, I decided to bite the bullet and totally change the model from a kerbside into a fully detailed model with detachable top body as per the real car. Slicing off the side pod end plates gave me better access to the exit ducts of the radiators and the paring down of the inside of the engine cover. It also allowed me to remove the "large lump of resin". I have to admit however that there was a point early on when I really thought I had gone too far with all this, there seemed to be more bits of resin on the bench and the floor than there was left on the model, but as it started to be re-modelled, using a lot of Milliput Superfine Putty, it re-appeared as a 92. A new floor and monocoque was easily made up and we were well on the way.

## Grand Prix Master continued.....



When the bodywork is removed from the real full sized cars you can see that most monologues are left in their original finish of Carbon Fibre/Kevlar weave, but this particular tub has the top half in gloss black. This didn't bother me one bit as it meant less Carbon Fibre decaling to apply but I was intrigued as to why this car was different. A couple of weeks into the build and even with all the info Sapphire had given me, I still had a few queries, mainly about cockpit details etc. so I contacted CTL again. At the end of my list of questions I asked about the tub's gloss finish and got a very interesting answer from team manager Chris Dunnage. Apparently 92/5 had started life as 87/5 and the cockpit's sides formed the outside of this car, no top bodywork was fitted! During the cars life as 87, 91 and finally 92 this paint was never removed.



Rear suspension straight from the kit was built up around the gearbox, although new drive shafts had to be made as they were of a different type to the 93T. This sub-assembly was then attached to the engine with a new spacer and the whole unit joined to the tub. Front suspension, again from the kit was fitted to new attachment points on the front of the tub, all straight forward. The only parts on the corners that needed modifying were the brakes. The 92 having one calliper per disc whereas the 93T had two. New radiators, plumbing and electrics together with a new roll-over hoop completed the basic model. The DFV had air fed to it through two air box "ears", roughly hexagonal in shape, either side of the engine cover and these had to be made from scratch. This was a bit fiddly in 1:20 and took a little time to make with six pieces of 0.5mm plastic card for each box but eventually they seemed to come out ok. The kit also supplied the front wings but I had to make a new rear one. The Turbo car had a three plane wing whereas the DFV version had two.

And so after the usual spray painting all that was



left to do were the decals and I still don't understand the logic of tobacco advertising. Ok, so it's not allowed in a lot of countries, including the UK, and therefore you don't get the JPS logos in some kits, but you do in others and yet you can buy full sponsor after market sheets! Plus some 1/43 manufacturers hide a decal sheet in the base of the box for you to apply. And then the full sized actual cars still have the original livery on them! Is it just the UK or do other countries have this problem? Anyway, needless to say the decal sheet in the kit was not the JPS sheet but the laurel wreath version. Now from the start this model was to be built to the same spec as it was raced during 2013 in the Historic Masters Series. The rules in that series states that the cars must race in their original .....

## Grand Prix Master continued.....

.....Livery, i.e. in this case John Player Special, even when racing in the UK, where it is banned! See what I mean? Confusing, or is it just me?

So after finding enough JPS decals on other sheets, the next problem were the tyres. In period the car raced with Pirellis and there are decals to suit in the kit, but again this model was intended as Greg's car from last year and the historic scene use Avons and so I made a stencil from a sheet of Tamiya's masking paper and used acrylic matt white.

Finally there are logos for the Masters Historic Series and for the FIA on the rear wing endplates, and one on the engine cover for Cranfield University who worked very closely with Lotus on the original active suspension. There are also three drivers names on the engine cover, Nigel Mansell, Elio de Angelis, (who also raced this particular chassis on one occasion), and of course, current owner Greg Thornton. Going back to the Kit Lotus visit to CTL in March and my volunteering to build the model, this fact did flash through my mind, but thought "I'll worry about that when I get to it". Well, eventually of course, I did get to it!!! Now there would be no way that his name would be commercially available in any scale let alone in the correct script and colour so I didn't even bother looking. That left one option,



I would have to make my own.

Now this is something I have looked at before but never tried. I know there are specific computer programmes for work like this but I just used Microsoft Excel. It took a bit of trial and error to get everything to size and look correct using plain printing paper for tests before I chanced a sheet of white decal film. The particular version I used is called Experts-Choice and is made by Bare-Metal Foil Co. and was specific for ink jet printers although they also do one for laser printers. Results? Well

.....the decals on the rear wing came out really good, very pleased with them, and no problem applying them either, just the same method as any others. The block with the drivers' names? Well to be honest the black background has a slight crackle finish on it if you look very closely. I tried every which way to get it better but the results were always the same. I don't know but I think the answer would be to use a really top of the range, state of the art, professional printer.



As for the finished model, well, I delivered it to Classic Team Lotus' premises in Hethel at the end of September, (just an excuse for another visit really!), and thankfully both Clive and Sapphire were very pleased with it which was a big relief. It's ok when you are building a model for yourself but when you are doing one for the person whose company built the full sized car in the first place and they are then presenting it to the person who now owns and races it, you say to yourself, "Ok, no pressure then"!!



## Meet the collector—Ian Townell

I took the opportunity of asking Ian Townell to put his hand to the 'meet the collector' slot whilst at the JCT600 event. You may have come across Ian through his writings for Model Lotus in the Club Lotus Magazine or at his display during the Club Lotus Festival. I think the only word to describe Ian's collection would be 'eclectic'. It being so diverse containing accurate scale model Lotus and some bizarre friction powered effigies with flashing lights and all manner of things which, when sold, was meant to represent the Lotus brand although I'm not sure how things would pan out in these days of strict product licencing.

Looking through all the pictures Ian sent—and I can't publish them all sadly— there is yet another Lotus ride on/pedal car which will be the third such animal featured in Kit Lotus.



**Q. When did you first become a Lotus enthusiast?**

Approximately at the age of 12 – around the mid 60s

**Q. What was the biggest influence that drew you in to Lotus?**

Being at an impressionable age there were two influences, both creating that "I wish one day" dream. My hero was Jim Clark and Team Lotus winning everything; they just grabbed my attention as did Emma Peel from The Avengers TV series! No flash cars for Mrs Peel – she chased the baddies in a Lotus Elan – I must have one of those. I was hooked, my collecting shot out of pit lane and the Elan was not far away!

**Q. DQ. Did that coincide with collecting Lotus models?**

No not really. Scalextric had their Type 16 which was way out of reach for me, but I was aware of the Corgi Toys Lotus Climax, Elan S2, Type 11 and Dinky Toys Type 20. Some serious pocket money saving to get those models, very special and I still have them virtually mint and in original boxes. Advance some 40 years and a major life change. My wife Celia spurred me on, the "I wish one day" dream became a reality



**Q. Do you have a preference for die cast or kits?**

I've built kits in the past and dabble in die cast chops and rebuilds, but prefer collecting ready to run models; that way I can create a miniature 3D history of Lotus much quicker, plus at the more common die cast scale of 1:43 I can display more models in less space.

**Q. Do you have a favourite brand either die cast or kit?**

Not really, it's the model I'm looking for no matter who makes it, but Spark do lead in my collection for die/resin cast with Scalextric not far behind.



## Meet the collector ..... continued

**Q. How big is your Lotus collection and do you collect other models?**

Well, I finally got my 1:1 scale Elan S4/SE 1970 DHC in British Racing Green. Supplemented by Lotus memorabilia models run to around 600 in scales from 1:72 to 1:8 portraying a broad selection of the Lotus types with resin/die cast tipping the scales. However I do have sub groups within the collection with Lotus slot cars just over the 100 mark, and my unusual "odd ball" models well into double figures. The "odd balls" have grown on me, against my better judgement I might add, but are a talking point against the "proper models". They include tin plate, paper, polythene and plastic, with battery, push & go, wind up, rubber band, radio/remote control power plants! A tinplate Type 49 with full functioning spark plugs and pistons an example of which featured in the film Close Encounters of the Third Kind rubs shoulders with a plastic Lotus 16 which has inflatable tyres.

As for other models, I have around 130 slot cars, plus over 400 commercial vehicles, the majority being the Scammell 3 wheel mechanical horses.



**Q. What is your favourite Lotus model car and why?**

It has got to be that first Corgi Lotus Elan in metallic blue, just because it was my dream car and that model has been with me since childhood.

**Q. How did you come across Kit Lotus?**

I met John (Kit Lotus) at the Donington Festival in 2009 on the same day as getting a Sun Star 1:18 scale Elan signed by "Mr Lotus Elan" – none other than the late Ron Hickman



If you fancy having your collection featured in Kit Lotus email me at

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