



KIT LOTUS

Volume 14 Issue 6 January 2021



Tottenham Lane Showroom in 1:43

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Revamped SMTS Lotus Esprit

Wow, that is Volume 14 put to bed with this issue number 6 and it isn't quite Christmas, so if you are reading this before 25th December, may I wish you and all of your families a very Happy Christmas and a truly hopeful New Year . I don't intend to dwell on 2020 but, fingers crossed, when our arms are feeling like pin cushions, we can meet again, shake hands again and stand gossiping whilst looking at model cars on display again, together. I'll drink to that.

Nuff said, I hope you will enjoy this issue and the mixture of Lotus model stuff . News of my Mark II scratch build, I was hoping to make a bigger start before Christmas but I've only just got all the prelim bits in place to get on with making the chassis jig and it took a while to finally decide the definitive version to build, see later. Peter Pedroza has been busy providing me with a fabulous set of wheels and tyres for the Mark II but even the best have the occasional curved ball. All in a days work though for machining royalty.

Transporters are ever gaining in popularity, details of Bruno Mea's RON HARRIS TEAM LOTUS F2 Bedford are included together with some pictures from Hugo Kuijzer who decided to build himself a TEAM ELITE transporter and trailer using products from the IXO range including a Bedford coal lorry and three of IXO's very nice 1:43 Lotus Elites from the Le Mans events of that period. Not to be outdone and following on from the two variants of Volvo John Player Team Lotus transporters, IXO has announced an Essex Team Lotus version in the striking blue, silver and red livery and available in the New Year.

The Antipodes continues to be a thriving hub of Kit Lotus activity, and I am very pleased to bring you another big scale John Player Special from Paul O'Farrell over in Sydney. Paul's Lotus 78 build really connected as it is different to others in the way techniques are explained. The article is quite long as not to include each relevant picture wouldn't have done it justice and so I decided to 'serialise' it and make you wait for the next issue for the second instalment. Sorry!!

Talking of techniques, the next reader build comes with some potential health hazards but, the outcome is a nicely built Lotus 101 from James Schixas over in Piraeus , Greece and I think you will agree that some of his technique is ingenious.

I've commented on the progress of my MG MODEL PLUS 1:12 scale Lotus 25 whilst getting to grips with the instructions and thinking myself very fortunate in

having had, and taken, plenty of welcome opportunity this last decade to travel over to Classic Team Lotus and been able to photograph the 25, mostly R4 in various stages of undress. Having a set of close detail pictures is a massive bonus so it is time to put them to some good use.

You have to agree that when ever possible, Kit Lotus will take any opportunity to include slightly off-piste. It may be motorbikes, boats dressed up as a Lotus or a pedal cycle but this time it is buildings and trophies. Most of you will recognise the building in the front cover picture and described elsewhere in this issue and I bet a lot of you will be joining me in the queue to buy it. Diorama fans will have a field day. As for the trophies, they have been done before but not as neat as this little lot . Guess where from? Australia of course, the Southern Hemisphere is buzzing at the moment, but then it ought to be it is summer!! More details in this issue but huge opportunities for some Lotus ephemera in scale to compliment your display cabinets.

Our friends down at SMTS on the South Coast announced some revamps to their range of 1:43 resin/white metal Lotus Esprits and both STUDIO 27 and TAMIYA also got into the act with their own product reissue. In TAMIYA's case, the popular 1:24 scale Lotus 7 Series 2 is back on the market with some etching upgrades and STUDIO 27 through their HSC Historic Sports Cars range has come back with their Lotus 47 GT Transkit to convert the TAMIYA Europa into a 47 as built by Lotus Components and in particular the 'Snorkel' 47 campaigned so successfully by Messrs Miles and Oliver (could be a firm of solicitors with names like that). I've put together a reprise of that particular car, chassis #004 using other scales and makes and there are a couple more Lotus model announcements from SPARK.

On a more sombre note, we have had to say goodbye to a couple of stalwarts from our hobby who both made a significant impact, shaping the market we know and love today . I hope you don't mind me including a few words about them, Brian Harvey and Tim Dyke. I had contact with Brian but not with Tim



Editorial continued.....

..... We are about to enter Volume 15 of Kit Lotus, quite a milestone for a “freesheet” but one I am looking forward to especially to the challenge of the content, will the appetite for collecting Lotus model cars ever stop for example? What models will be talking about in future? The Lotus Evija maybe or a rumoured SUV with a Lotus badge? Who knows. There are some things I would still like to know about the current state of our hobby . How old are you is one thing? I have a confident notion that it is an older hobby , exclusively male and confined mostly to the Corgi. Dinky Matchbox boys of the past now revelling in the seeming exponential explosion of available Lotus models. Who is coming behind us or are we a dying breed? Are you a collector or a builder? Is the instant gratification of a bought, complete model your thing or like me , do you prefer to frustrate your mind by building ever complex construction kits ?

It would be nice to have the insight of more Kit Lotus readers just what makes their hobby tick. What I won’t be doing is reverting to some bland electronic survey, goodness knows we all get enough of that sort of nuisance. What I would like to ask though is if you could find time to drop few thoughts over to me in an email , The intention being to create a picture we might share without including any personal details of course, that would go some way to describe where we and our hobby are now.

Have a very happy and safe new year and thanks to everyone for your support, you make Kit Lotus.

JT

Brian Harvey 1933 –2020

I was extremely saddened when I read the news that Brian Harvey, the founder of Grand Prix Models and one of the cornerstones of our hobby had passed away peacefully in his sleep aged 87 and after a long illness.

Brian a former racer, and his wife Rachael founded Grand Prix Models back in 1972 having identified a distinct shortage of good quality motorsport models available to them and other competitors. Using his journalistic skills, Brian began publishing Four Small Wheels which became and still is the foremost publication for news of model car arrivals and those in development. Brian retired to Pembrokeshire in Wales in 2003. Brian did a lot that would help lead to the well established market we have today which gives us more and more options every week.

I first came across him when I was trying to rescue my ill advised foray in to diecasting back in 1990 with my Mitsubishi VR4 under the MOTORPRO label and which I eventually sold to VITESSE., I switched to white metal with a range of MKII Ford Escort Rally Cars (which you may know now under the K&R Replicas brand). Brian featured my Escort in FSW with a very kind write up but sadly, turnover was never enough to pull back the huge tooling outlay of the diecasting but it did keep a roof over my head and allow normality to eventually return. For his help and advice I have always been grateful.

I’m sure Kit Lotus readers will join me in offering both our thanks to him and our sincere condolences to his family and of course his colleagues at Grand Prix Models.

Tim Dyke 1939-2020

Sadly , the second piece of bad news on the same day was the death of Tim Dyke who founded MPH models and was another stalwart of our hobby. Tim died of a suspected heart attack aged 81. He started by modifying and detailing other kits before branching out to produce his own, not Lotus though but Tim was well known and respected by many within our hobby. Our condolences also to his family and his Colleagues at MPH

1:8 Scale Lotus MK 2

The scratchbuild Lotus Mk2 project is still very much in the planning stage and in Kit Lotus terms, having a good dose of looking at, a process known to take months but having said that, I'm confident it won't be long before metal is cut now that all the bits I need to construct the chassis jig have arrived and the version to make has been chosen

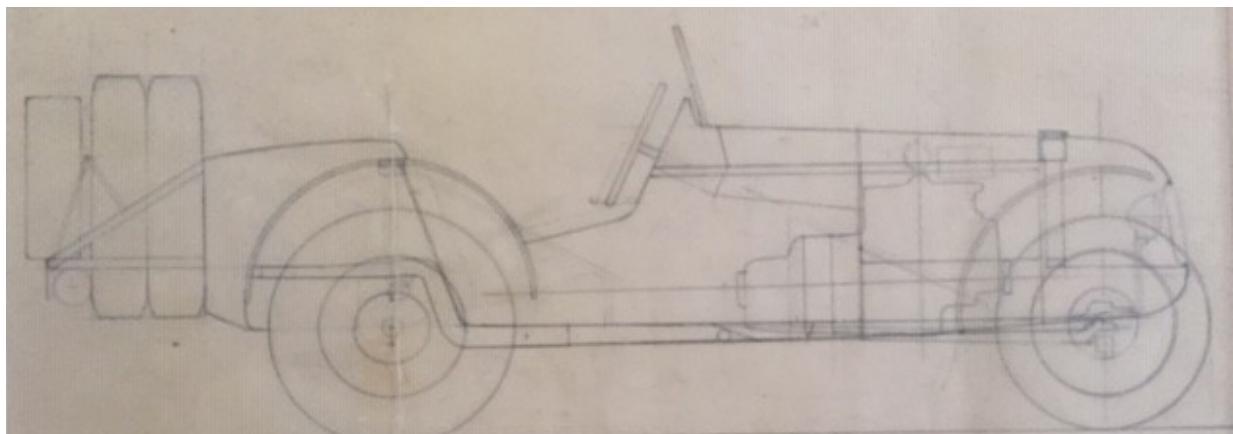
In parallel with all this head scratching, the rear axle of the MK2 is common to the MK 1 in using the Austin Seven example. This means the Oldham metal genius Peter Pedroza has already provided an axle blank which



even in its present form looks too good to paint, but wait till you see the finished wheels. These are standard Ford items and are being made fairly early in the project but the work in progress pictures shows just how much skill has gone in to them. The Lotus MK 2 is of course a six wheeler (yes you heard it right, just be patient), Pete reported every wheel had to have 41 drillings making 246 in total. Inevitably, drills break , even on Pete's super dooper mini dividing head but the infuriating bit is when the broken drill refuses to budge , those special pin punches also break and the air in

Oldham turns blue, it is time to sit back, put the kettle on and think.

Some people just make things look easy but if we mere mortals were to try and effect the same fix, the only conclusion would be disaster. Taking things in his stride, Peter merely drilled out the offending area, machined an aluminium plug and pressed it into the wheel rim. Can you see a join? That would be, no.



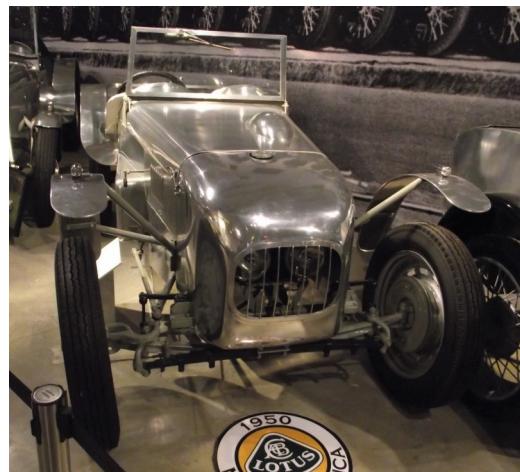
Colin Chapman's original drawing of his Mark II, this is the one

Scratchbuild Lotus MK2 continued.....

In the last issue, I was discussing which version to build and hopeful of cutting metal this side of Christmas, the last bit isn't going to happen depending how work on the chassis jig goes. Regarding the version to build, the six wheeler has the vote.

Now to explain the version. The existing car we accept has been modified in several ways since it left Colin Chapman's ownership, the original dash and scuttle detail is different as is the front suspension. The nose cone on the existing car appears to sit in line with the front transverse leaf spring. The replica Mark 2 in the Barber museum has the nose cone slightly forward of the transverse leaf spring. Lastly, the Chapman original

drawing and photographs of the original trial version clearly show the front nose cone further ahead of the leaf spring and as this must represent the most original version, this is one I have chosen to make. As for the six wheel version, simple, the original drawing shows two spares and jerry can



on a rack hanging over the rear. The drawing also shows what looks to be a boot which when removed would produce the circuit version and be much closer to the current car which doesn't have the rear extension. The drawing actually shows the car to be somewhat longer than the existing Mark 2 and therefore quiet a bit sleeker. The model as it stands just now is the pile of bits below right.



Ron Harris F2 Team Lotus Transporter.

Racing car transporter models are trending at the moment and I'm pretty sure you could argue that Lotus and Lotus subjects are leading the way forward, the most recent one dropped into my inbox from Mark at Grand Prix Models who had received the heads up from Bruno Mea, maker of the very nice range of MEA Kit 43 handbuilt and kits, that he is to launch a Bedford TK Transporter in the livery of RON HARRIS TEAM LOTUS formula 2 team from the sixties and in the popular 1:43 scale.

Anything from Bruno you know is going to be good and judging from the images this Bedford is no exception. He has made a prototype version previously but his production run is expected either by the end of December or into January.



Ron Harris was asked to run the Team Lotus Formula 2 team in 1963, campaigning with the Lotus 32 in 1964 with Peter Arundell, Mike Spence and John Fenning as Pilots. Mike Spence secured the 1964 Autocar British F2 Championship despite scoring only one overall win. The 32 was developed from the Lotus 27 as a Formula 2 car with 12 being built, four of which were run by Ron Harris. One was later constructed as the 32B in 2.5 Litre form for the 1965 Tasman Championship driven by Jim Clark who won that series to kick off his greatest ever year. Later, Ron Harris used the Lotus 35 which saw Jim Clark taking to the wheel on occasion taking five wins in 1965.

The Transporter model is based on a Bedford TK chassis, cast in resin and Bruno has made it so that the roof removes to reveal a detailed interior complete with a rack of wobbly web wheels and room for two cars. A side door which can be displayed either open or closed reveals a set of tool/spares drawers against the cab's bulkhead. A current model Lotus 25 was used to size the interior but Bruno has dropped the biggest hint yet that surely a Lotus 32 and Lotus 35 may follow in his range. Maybe we will get an authentic 32B as well? At least he has whetted our appetites. There has to be a race for the first paddock diorama to feature the



Bedford so the result of that will be eagerly awaited by these pages. Grand Prix Models are taking advanced orders for this super kit which will set you back around £225. Expect to see it quarter one in 2021. Be sure to have your name on one as they will vanish very quickly.

It is likely the finished item will appear in a darker green. These prototype pictures have been identified as being a little on the light side but at the time of going to press, the latest High -Res images hadn't arrived.

Roof on or off? Your choice but it will look great either way.



Bedford TK Formula Two Transporter

Staying on the theme of Lotus Transporters and also with teams other than the full works team, Hugo Kuijjer has produced this atmospheric set up using three class winning IXO Lotus Elites from Le-Mans during 1961 to 1963 in 1:43 scale and entered by Mike Wagstaffe's Team Elite, checking the load prior to departure to La Sarthe, outside of his home in Derby.

The inspiration for this are the three Elites: from 1961, car 38 of B Allen and T Tailor, from 1962 the number 44 car of D Hobbs and F Garner and finally the 1963 car number 39 driven by J Wagstaff and P Ferguson. Add these to another IXO stable product that of the Bedford TJ6S, a former 1:43 scale coal ruck, some ingenuity with plastic section and a nice paint job and you have instant success. Hugo is still trying to sort out the decals but I suspect that will need to be self help with a printer and some decal paper.



Mentioned previously, who can blame IXO for not wanting to miss this opportunity to capitalise on their 1:43 scale Volvo F88 John Player Team Lotus Transporter by changing the livery and moving into the ESSEX era. Looking very striking in the blue, silver and red colours of Essex Petroleum, IXO are due to launch early in 2021 it is available to pre-order from Grand Prix Models for just £72.15 which is great value .



Upcycling or just recycling?

What goes around comes around. Remember I recycled a Santa's Sleigh I made some years ago from 18mm MDF? The sleigh would usually sit next to my Christmas tree with two reindeer, it was heavy and just fit through my loft hatch. Age takes its toll on the ability to lift any weight and to be honest, retrieving the sleigh every Christmas from the loft together with the remainder of Mrs T's 1 Tonne of Christmas decorations was becoming a problem, either I would not be able to lift the sleigh or worse, I would come a cropper bringing it down the stairs and so when the chance came to recycle it to a set of 1:4 scale Lotus 107 wheels there was no other option. To be fair, I did pledge to replace the sleigh with a new model containing "added lightness"

and the opportunity presented itself quite quickly, so humour me if you would please.



The picture on the left shows part of the Kit Lotus display at Race Retro 2016. The display unit is made of 6mm ply and Perspex. It had a short but hard life on the road requiring quite some time to assemble on site as everything on a Kit Lotus display has come apart so it can disappear in the back of the Volvo. It was retired in 2017 when tables and cloths were replaced with purpose built display sections and Fomex graphics, so rather than languish in the back of the shed until beckoned by a waste skip, I took the opportunity to



repurpose the ply into the new lightweight Santa's sleigh (right). Some aluminium strip for the runners was the only bit not recycled if you ignore the wireless LED lights which shine from the inside.

KIT LOTUS SWAPSHOP

Has anyone got an unbuilt TAMIYA LOTUS 78 (JPS MKIII) in big scale 1:12 tucked away in their stash of kits to build? If you have and maybe fancy doing something smaller, I've got two TAMIYA 1:20 scale LOTUS 78s I am willing to swap for the one. As part of the deal, I will throw in 2 sets of Studio 27 JPS decals, one of which is the chrome set, a set of Hector Rebaque decals and a set of MADOM decals from the Aurora race series. Also, I will include one set of Studio 27 aluminium machined wheels and a set of Studio 27 photo etch parts. If you fancy the swap with each of us paying the postage please drop me a note on the kitlotusmail@virginmedia.com address.

Spark Models Wanted :

If anyone has any of these models they would like to sell, please also drop me a note on the kitlotusmail@virginmedia.com address :

S4899 Elise Cup R

S4901 Exige Cup R

S1766 Lotus 56B (Monza Gold Car)

S2390 Lotus 38 Indy 500 1966

43IN65 Lotus 38 Indy 500 J Clark 1965

Lotus 101 by James Schixas

I'm really delighted when I see different scratch building techniques especially when they demonstrate they are well within the capabilities of a seasoned model builder. James shows us how , when you want a different model type that isn't so freely available, the sure fire way of getting one is to make it yourself, which is exactly what he did to build a 1:20 scale Lotus 101.. You could of course keep a eye out and pay handsomely for the Studio 27 Transkit using the TAMIYA 102B or, as in James' case, you could roll up your sleeves and get stuck in.

It doesn't sound as if this was a quick job as it commenced whilst James was living in Australia and carried on when the bits were included in a move back to his native Greece, so a two continent project this one.

Over to the model and Steve decided to use some bits from a Benneton which included the floor, wheels,



uprights and engine. OK the Benneton had a Ford V8 and the Lotus 101 was powered by a Judd V8 but this will be mostly a kerbside display so don't peek too far under the engine cover. To achieve this James first carved a wooden buck using basswood and covered it with several thin layers of resin soaked fibreglass . When it was set, Humbrol Model Putty was applied before finally rubbing the surface down to a smooth finish with very fine grade wet and dry, the tub consisted of curved pieces of plasticard as did the side pods which he creates with carefully applied heat..



James reminds us that, when setting out to create shapes from plasticard, you have to bear in mind that most materials in sheet form have a wrong way and a right way or rather easier way to bend, which is important to establish this first. If you try a piece having first marked its position before immersing it in water almost up to boiling temperature, the sheet will curve naturally (careful not to scald yourself doing this). When it comes to making your part, you will need to cut a piece bigger than you need and wrap it around a pre-determined shape such as a cone or cylinder perhaps or a carved master like the engine cover , it may need pre-softening before wrapping it around your shape before immersing it in near boiling water. Be mindful not to use clips to hold the plastic in place around your shape as this will almost certainly leave marks in the soft plastic . Once soft, you won't have that much time to manipulate your plastic to the required final shape so you need to work quickly. Then once you have the shape- this may take a few attempts—run the final version under a cold tap to fix the shape and remove the excess material you left on in the first place.

This may seem a very labour intensive way of making plastic parts but like any method, very satisfying when you arrive at the right shape. Not having attempted this myself, I suggest it may be one of those techniques which needs quite a bit of practise to get right but it is clear James has mastered it very expertly.

Lotus 101 continued.....



SAFETY REMINDER -James demonstrates his bending techniques involving a kettle and a plastic water bottle. I have to admit to being nervous about the process and have to confirm that it isn't something I would advocate you copy unless you know exactly what you are doing due the risk of scalding and that you take every precaution to minimise any risk. Use tweezers to and from any hot water vessel, a good pair of safety goggles and some gloves would be a good idea.

The paint finish, especially on a single colour model is very important and James used Humbrol Enamels thinned and applied by airbrush to very good effect. He also confesses to using 'low-bake' techniques when the colours are just applied by popping the parts in the oven at 50-60 degrees Celsius for few minutes to harden of the paint and seal in the gloss finish. He managed to get a set of aftermarket decals but some of these broke up whilst trying to apply them so much care was used followed by some light coats of clear acrylic. It is safe to say most modellers have been there having to wrestle with uncompromising decals.



Scale Trophies from OZ

I think it is fairly safe to say that current technology has allowed many things never before thought possible, to deliver a wide and diverse offering of products to model enthusiasts, in particular, the 3D print revolution. Apart from revolutionising pattern making and origination, it has provided the platform where ideas can be realised rapidly, if you can think something, chances are it can become a possibility which is why you can now buy super 1:18 replica motorsport trophies from ScaleTrophies.com

Model trophies aren't new , SPARK briefly hit on the idea and I still have my plastic moulded replica of the FA Cup and the Jules Rimet World Cup soccer trophies tucked away in the attic with the rest of my boyhood Subbuteo. Back in the real world, a conversation between friends has brought the idea bang up to date and when Martin Mayor posted a link in the Lotus Model Collection FB Page, it was time check this out and a look at the Scale Trophies new website which was revealing many scale trophies that link to Lotus models . The famous Borg Warner trophy from the Indianapolis 500 and the Trophy from the 1963 Italian Grand prix for example are just two of the trophies modelled by Scale Trophies . Having whetted my appetite, I made contact with the Australian outfit and this is what Lee from scaleTrophies.com told me.....

"We only recently started a website called scaleTrophies.com, it's no more than a week old at this stage so still needs a bit of fine tuning. If there are some images there that you think are good enough maybe use one/ some of them if you want. If they are not what you're after please let me know.

As for the trophies themselves I started thinking about adding some to my Formula 1 world champions collection after seeing Spark starting to release them with some of their models. But quickly found virtually no one made them and the few that were produced were of very poor quality.



Maybe 12 months ago I had a conversation with a close friend by the name of David Steele who lives in Scotland (I'm in Australia) who was in the process of purchasing a very high end 3D printer for the 1:2 scale racing helmets he enhances and sells. He suggested I find someone who could produce a 3D computer file called an STL and get a computer model made. After placing ads on quite a few Facebook 3d modelling groups I was approached by a fellow in the Philippines who said he would love to try and do one for me. I sent him a few photos of what I wanted and a week or so later he sent me the first images of the 3d file he had created. It was pretty much 100% perfect straight up.

Silverstone Trophy

The file was sent to David who printed it up, after a couple of minor modifications the current Silverstone Trophy was completed. It's still probably one of my favourites. Since then without counting I think we have made just over 30 different types of .

With the vast majority being Formula 1 and Bathurst 12 hour (GT3 race here in Australia).

A large amount of research goes into each one finding the correct races it was used in, the original size of the trophy, and even the correct text on some of the plaques. You can see on the Suzuka trophies the plaque even has the correct dates and year. "

Lots of decent modelling stuff is coming out of Australia these days. Have a look at the website to see all of the trophies.

www.scaleTrophies.com



Lotus Engineering Ltd, Tottenham Lane in 1:43 Scale

It is a while since we last featured Lotus buildings in Kit Lotus, Volume 11 issue 1 for those who would like to look back, when Andrew Bradshaw showed us his 1:76 scale model of the Cheshunt Lotus Factory. Well, if you would like to step back further in scale time to Tottenham Lane, which Lotus enthusiast is unfamiliar with the brand new showroom built on to the first London N8 Lotus works site in 1957 and showing the first and probably the prettiest Lotus GT car, the Lotus Elite? That image is implanted on our minds but now it can be planted into our 1:43 scale modelling psyche with your own card model replica to get those diorama ideas working. The possibilities are endless.

Rick Wilson, who is also the Editor of *Diecast Collector Magazine* invites us to look at his MINIART MODEL WORKS website to check out this model and other backdrop buildings perfect to display your models or as part of a diorama perhaps.



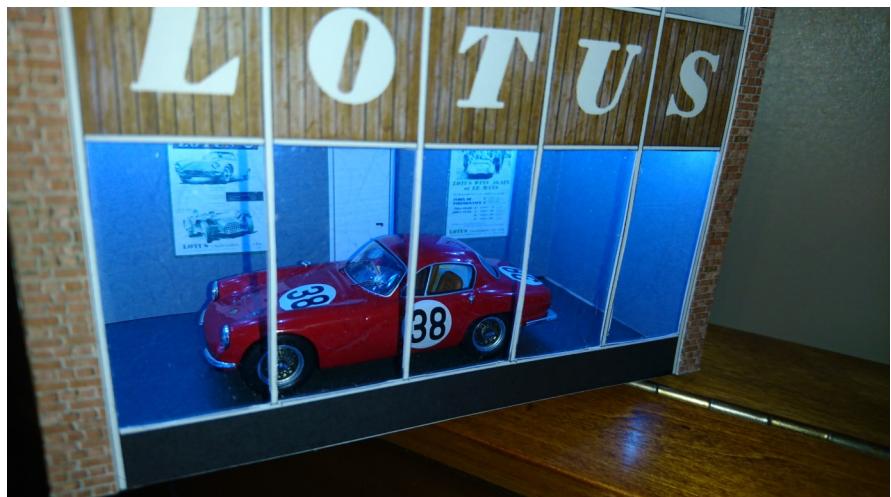
This is the original prototype model - the version that will be for sale for assembly by the purchaser will be updated to feature the exact brick pattern of the real building (many detailed photographs of the surviving building, owned by Jewsons at the time, were obtained from a site visit in 2015). It has also recently been pointed out, with photographic evidence, that the letters on the front should be yellow - this will be changed for the production version,

and the letters will also be 'raised' to more accurately portray the real thing.

The scale shown here is 1/43, and this is the scale that will originally be offered, but there are plans to release this in 1/32, 1/18 and 1/76 scales soon after, if sufficient interest is shown. The kits are due for release in Summer 2021.

Prices are yet to be decided, but are likely to be about £20 for the self-assembly 1/43 scale version. The lighting kit will need to be sourced separately and these are readily obtainable from high street stores - the one used here is a set of battery-powered plain white Christmas LEDs bought from Poundland for just £1. Models and figures are not included.

It only needs a little sprinkling of imagination and Lotus model enthusiasts can be relied upon to bring us even more facets to our hobby with 'must have' stuff like this.

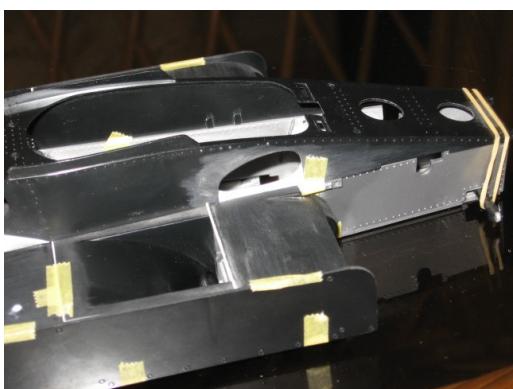


First Timer 1:12 Lotus 78 - Part 1 built by Paul O'Farrell

The work of fellow modellers is always a joy to see, but the fact that the model subjects are often very familiar to us, the difference in techniques and styles makes each one an individual worthy of scrutiny for that extra detail which leaves our jaws dropping in appreciation. This Lotus 78 is another big scale model from that rich vein of output we seem to have unearthed in the Antipodes. Paul O'Farrell from OZ has very kindly agreed to let us in to his first ever 1:12 TAMIYA build and some build it is too.

The Lotus 78, built in 1977 was the first car to exploit ground effect to the detriment of its peers , a car which to all intents and purposes lost the 1977 Formula One Championship because of a string of DFV failures. Clearly the class of the field even before the Lotus 79, it brought wins for both Mario Andretti and Gunnar Nilsson and served notice that Lotus was very much back in the game. TAMIYA was not long in modelling the car in both 1:12 Big Scale and the popular 1:20 scale. With its purposeful razor edge looks, the Lotus 78 was a big, imposing car especially in the John Player Team Lotus livery of black and gold.

Paul has built several 1:20 TAMIYA F1 models even converting a Ferrari F2001 to a Jaguar so his modelling skills are without question. He chose the Lotus 78 as his first Big Scale as a precursor to tackling a Model Factory Hiro Lotus 77 transkit which also uses the TAMIYA Lotus 78 as the donor kit. What is clear from the details Paul provided to Kit Lotus is a careful , measured approach almost as soon as he takes the lid from the box. Already a very nice kit, Paul's treatment of the Lotus 78 is well worth a look.....



"Preliminary work began with test fittings to find and correct panel line gaps that looked too big. 0.25mm thick Evergreen sheet styrene was applied to minimize the gaps. Tamiya intend to have the kit builder add a piece to the side of the monocoque to represent the gear-shift bulge. As this tear-drop shape would be very difficult to apply decals over, a piece of thicker styrene was cut and shaped to fill the area underneath the gear-shift bulge. I then separated the bulge from the kit piece and put it aside until I was ready to apply Tamiya's TS14 black paint"

The air box,

wing plates and nose cone were all glued, the joints puttied and all sanded ready for painting.

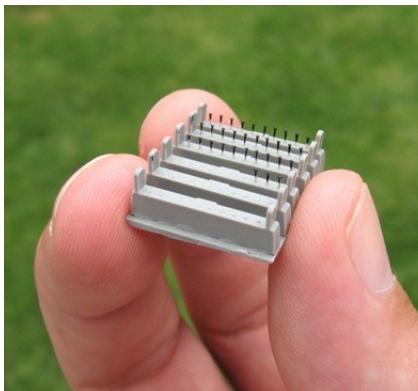


I had read about other modellers using CALIBRE 35 resin rivets, I liked the look of this product, so I decided to drill out the rivets on the upper side of the monocoque and replace them with these 0.5mm resincast items. Then the first coat of TAMIYA primer on the main areas ready for a test fit against the floorpan and the tub



First Timer Lotus 78 part 1 continued.....

"I wanted to improve the area immediately behind the drivers roll-hoop, as the kit has barely any detail there. The section where the central fuel-tank inlet is found was removed and replaced by more sheet styrene. The styrene rods on the underside were added to provide greater strength to the area before a smear of putty and careful sanding removed any evidence of the saw lines. The circular inlet piece was carved away from the surrounding plastic and saved for later on.



The kit's engine inlets had no detail at all above the plate as Tamiya's version of the trumpet covers are moulded as a solid styrene item. I had planned on replacing the inlet covers with scratchbuilt gauze items anyway, so more detail was going to be required on top of the plates. The inlet tops were simulated with rings cut from a length of Evergreen styrene tube before being glued into position and sanded to shape.



The wing end plates were replaced with 0.5mm sheet styrene items. These were simple enough to create, using the kit piece as a template.



Tamiya uses "C" shaped fittings extensively in their 1:12 scale kits, and I can only assume this is done for ease of construction. While these fittings are useful as a "snap-on" item they don't look especially accurate when fitted, so my plans were to replace all of these "C" ends with a more authentic looking item. The above picture shows a pair of shock towers with the "C" section closed using a small section of styrene tube.

The above work meant more thought would be required in terms of anchoring each closed "C" fitting to its intended location. This was accomplished throughout the project with the use of styrene and or metal tube/rod.

An example of changes required to suit the "C" fitting changes was the front upper suspension arm ends. These also had the "C" fittings removed and replaced with applicable fittings - in this case aluminium tube at one end and small pieces of sheet styrene at the other. The kit shock absorbers



were altered using aluminium tubes and these shock towers.



First timer Lotus 78— part 1 continued.....

The kit supplied suspension arms were completely replaced with scratchbuilt items. The above rods were created from lengths of aluminium tube, styrene rod and short stumps of 1mm diameter solder wire. The ends of the rods were replicated using spherical fishing beads. These beads proved to be ideal as they are made from solid high-impact styrene and can be drilled filed and sanded to shape. These beads also accepted coats of Humbrol Metalcote enamel paint with ease. The small hexagonal jam nuts were made using a punch and die set and more sheet styrene.



The engine's intake trumpet covers were scratchbuilt using gauze found on an Ikea frying pan lid. The weave of the mesh is a perfect size and being stainless steel it would be stiff enough to hold its intended shape. The replacement covers were made using a block of wood and the kit's intake cover piece. A slot was formed into the wooden block, shaped to accept the kit piece while sandwiching the mesh. All parts were pressed together in a bench vice before the mesh was trimmed to shape with tin-snips.

The silver band around the base of the item is thick aluminium foil from a kitchen drip-tray. I did try to simulate the scorch marks formed from spot welds but these were toned down later.



The gearbox was painted with Humbrol Metalcote Gun Metal followed by some light dry brushing with Matt Aluminium and a few washes of Tamiya X-19 smoke.

Missing bolt heads and washers were formed using sheet styrene and a punch and die set before being CA glued into position.

Tamiya's TS range of rattle cans were used for all areas the bodywork where black paint was required. Painting of the gloss black areas began with a coat of Tamiya Grey primer, which was wet sanded with 1200 grit wet-and-dry sandpaper. Two or three light coats of TS14 gloss black were applied and left for a few days to settle, followed by two heavier coats of gloss black. All the freshly painted black areas were eventually rubbed back to a nice satin finish with a 2000 grit polishing cloth from a Micromesh Polishing kit.



The kit decals were put aside as the JPS markings are the wrong colour. The decals were replaced with a sheet of INDYCALS wonderful product, because Indycals' decals were the correct biscuit colour instead of yellow which Tamiya supplied

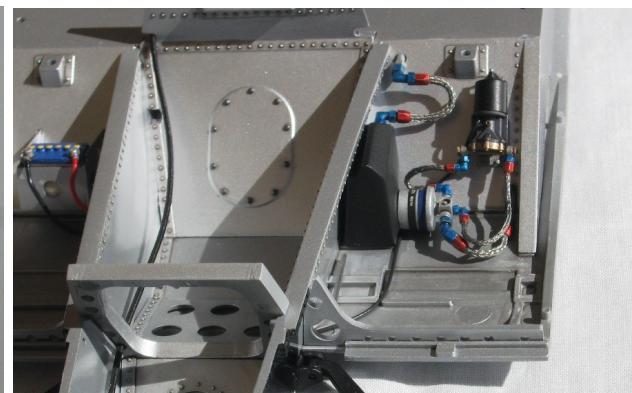
Picture left shows the new resin rivets in place , quite striking after painting and finishing

First timer Lotus 78—part 1 continued.....

.....All decals were applied onto the black painted surface before several very light coats of TS13 clear varnish were applied, allowing for more than enough drying time between each coat. Several more evenings were devoted to polishing the surface with the Micromesh polishing kit.

The rivet holes which were drilled previously had narrowed due to the coats of paint which had been applied, so all the holes were re-opened before hundreds of rivets were applied. The work on the main body cover was nearing completion. The last step was to paint the inside surface with an aluminium colour, so I masked off the outer surface with Tamiya masking tape, sprayed a coat of TS16 and removed the masking. That's when I learned that masking tape is a great tool for removing decals. When removing the masking tape, it tore away most of the large decal on the outer surface. The above picture shows restoration work underway. All of the above work for drilling, sanding decaling and polishing was redone thanks to one silly bone-headed mistake.

Having completed the body work, attention turned to initial assembly of the chassis. The A/N fittings for the fuel system were made from Plastruct hexagonal rod and Evergreen styrene rod. All fittings were painted with a coat of Humbrol Polished Aluminium before a final coat with Tamiya Clear Blue / Red as applicable. The braided line was from Tuner Model Factory and each line had a length of 0.5mm copper wire inserted to prevent the delicate hose from kinking.



As mentioned previously, Tamiya left the area behind the driver's rollhoop with hardly any detail. Work on this area began with a simple tray formed from sheet styrene.



The fuel filler inlet piece which was saved earlier was thinned with a file, painted with a matt aluminium coat and a few washes of X-19. The notched ring on top of the inlet was made using a ring of styrene tube, cut into three equally sized pieces and carefully glued into position.

Finding decent pictures of the area behind the roll-hoop was a challenge, but my references indicated that some sort of catch can was required for (what I assumed to be) the fuel system. The

catch can was formed from square and round styrene rod. The weld lines were simulated using PVA wood glue which was shaped with a toothpick when the glue had nearly dried. The small hose-clamps were simulated with strips of drip-tray foil and the pipes were stained with clear yellow to simulate fuel staining.

The green oxygen bottle was made from aluminium tube and styrene rod before being painted and fitted into position . The final position of the tray and items.

First timer Lotus 78—part 1 continued



Time to test fit the engine to the main tub.

Toggle switches from Tuner Model Factory and their labels from the parts box were added to the gauge panel. The gear shift mechanism was also rebuilt using aluminium rod. In this picture the prior modifications to the front suspension arms can also be seen. The lower suspension arm mounts should not be able to be seen

from the cockpit, so floor panels were added using sheet styrene and Calibre 35 rivets.



to simulate the cables being bunched together with electrical insulation tape by using thin strips of Tamiya masking tape painted black along with several washes of X-19 smoke.

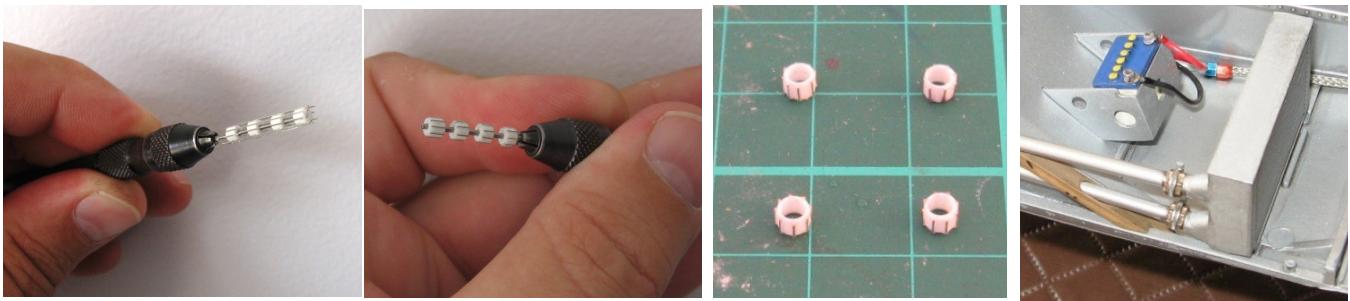
changes made to the front of the gauge panel included replacing the gauges with more accurate looking decals and mounting of photoetch trim rings.

The torsion bar adjuster in the kit was lacking in detail, so a new one was scratchbuilt using aluminium tube, drip tray foil and a small piece of sheet aluminium. A series of 1mm holes were drilled into the sheet aluminium before the holes were opened up with a flat file and some sandpaper to represent a series of slots. The sheet aluminium was bent around the tube and mounting brackets were cut out from small strips of drip tray foil. Missing from this photo is the final rounding off of the brackets, final detail painting and the rivets for the mounting brackets. The adjuster knob was salvaged from the kit piece and inserted into a pre-drilled hole.



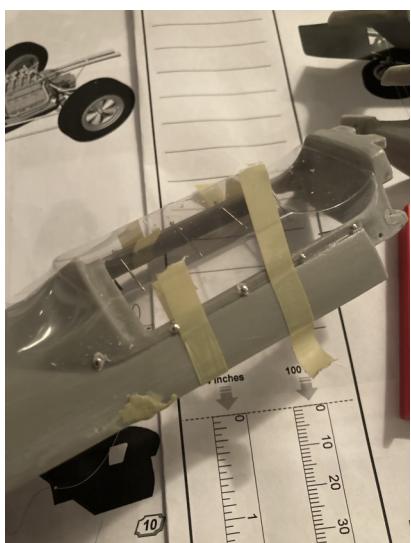
First timer Lotus 78—part 1 continued.....

Work on the gearbox continued with addition of brake lines. The fittings for these were formed using small beads which were filed and drilled to shape. The brakelines are 1mm insulated copper wire.



The above 4 pictures explain how hose clamps were scratchbuilt for the cooling system. The section where the hard pipes connect to the radiators was another area which needed extra detail so the missing clamps were scratchbuilt using styrene rod and short pieces of 8 amp fuse wire. The fuse wire pieces were CA glued to the styrene rings before being separated individually and the holes were broadened with a fine rats-tail file in order to fit the rings over the cooling pipes. Final details were completed by wrapping photoetched hoseclamps from Crazy Modeller around each ring after painting each piece with a dirty gold colour and the mandatory X-19 smoke wash.

That is it for part one. The next part will appear in the next issue of Kit Lotus.



I made a start doing some preliminary work on the 1:12 MG Model Plus Lotus 25 by cleaning up the parts for the Coventry Climax engine and getting those to test fit. There is nothing like the space between the vee of the Climax compared to a DFV and so the throttle bodies, fuel lines and inlet trumpets had to be done one bank at a time. The first bank was uneventful unsurprisingly, but getting the second bank in situ called for more than a little patience. The engine sits nicely between the pontoons of the chassis but the agricultural fixing screws supplied will be changed.

The acetate windscreens are always a scary moment but I decided to use the experience I had with the 1:8 scale Lotus 18 and use small pins to locate the screen rather than adhesive. Trimming the screen can be a trauma but fortunately the kit contains two screens which has the affect of giving you a confidence boost to tackle it first time but with a fall back if things go badly wrong. The pins will have a photoetched screw head in the final assembly to make things a little more authentic. More to follow.



Snorkeling Lotus 47 GT

I thought for this issue it might be a good idea to discuss one of available model options for the Lotus Europa, especially as an old favourite has been reissued from STUDIO 27 and the Europa being one of Chapman's amazing and very popular sports cars. However, in this case I'm looking at one particular Lotus Europa, the Type 47.

The Europa began its life in 1966 as the Lotus 46 but soon came with a stablemate for racing in the shape of the Lotus 47. The 47 was the track version of the 46 road car and apart from a few cooling vents looked very similar. However under the skin, the four cylinder Renault engine was replaced with a 175 hp Lotus 1600 Twin Cam dry sump engine linked to a five speed Hewland transaxle. The 47 was put together by Lotus Components rather than the main factory. Over the years this esoteric car has been modelled in various guises and materials, but, some fifty years ago a handmade model by Raymond Daffaure (RD MARMANDE) appeared in the guise of the twin snorkel Lotus 47 from Lotus Components raced by Miles and Oliver and



winning the 2Ltr class in the 1967 BOAC 6 hour race at Brands Hatch. The model was hand carved from wood and decorated by hand in 1970 and numbered 12 in his series according to the typical paper label affixed by this long-gone French genius who created his usually crude but compelling one-offs for collectors not prepared to wait forty years for a ready-made example. His cars were often disproportionate, had proprietary wheels and a bit heavy handed on the paint but they are now extremely rare and collectable. You can read about Mr Daffaure in Kit Lotus Volume 4 Issue 4. The twin snorkel Lotus 47 has been produced by other manufacturers, as a kit for example by

those able people at SMTS (Scale Model Technical Services)



down on the south coast of England

and latterly by SPARK in ready built resin cast. Still in 1:43 scale, the



SPARK model is an amazing example of getting everything right, going way beyond nearly any hand built under three figures.

The photoetched and chrome details are nearly perfect, including side-screen surrounds, windscreens wiper, badging, dzus snaps on both front and rear decks, and, astonishingly, the latches fixing the one-piece side-screens in the open position!



Pictures Jim Marsden Collection

Snorkel Lotus 47GT continued

For the slot car enthusiasts Proslot released a 1:32 scale version as the John Miles /Jackie Oliver car 29.



Moving up a scale and to more kit versions of the Europa, one of the most popular kits comes from the TAMIYA stable in 1:24 scale as a Lotus Europa Special and is still easily found these days and easy to build. In keeping with almost every other model range, the TAMIYA Europa comes in black or white versions, but nestling in my stash of model spares was a set of STUDIO 27 (from JAPAN) Gold Leaf Team Lotus decals for the Lotus 47GT so I decided to dress my own road version up with a Gold Leaf paint job but that is another article. However, when there is a history of other variants in

whatever scale, we can rely on the aftermarket to come up with the alternative decals sets and transkits of reworked components. The TAMIYA Europa falls straight in to that bracket and STUDIO 27 came up with a Transkit to convert the TAMIYA into the twin snorkel Lotus 47 GT. The transkit has been around for some time but it is to be reissued under the HSC Historic Sports Cars label. Containing everything to convert the road Europa to the 47GT, the kit includes a revised bodyshell. Not only that, HSC (Studio 27) have four versions , the Gold Leaf 68 car, the Le Mans 67 entry (Team Elite) and a 69 Japanese version.

As transkits go , £175 or so sounds a bit steep an then you have to shell out for the donor car, but if you are a Europa fan, where else would you get the variant that



would give you this particular and unique car as part of your collection.

The successful Miles/Oliver car was sold on at the end of the season to owner/driver John Calvert turning his new purchase into an instant win at the Boxing Day meeting up at Croft. Several more podiums followed before some serious damage later that season at Silverstone saw the car rebuilt on to a new chassis/body.

The transkits are available to re-order at Grand Prix Models.



Lotus model news

Scale Model Technical Services (SMTS) has updated and reissued its range of 1:43 scale resin/metal kits of the Lotus Esprit S4, Turbo SE, V8 & Sport 300. Available as kits or hand built.

Revamps include more photo etch. The metallic blue Lotus V8 (left) #CL057 is one of the hand built options as is the Lotus Esprit Sport 300 # CL047 in yellow (right). Priced around £135 and yes you can pre-order through GPM.

The S4 and the Turbo SE in hand built form will be around £128.



A lot of us will be familiar with Roger Dutemple, founder and now retired founder of AXEL-R Models, many of which being Lotus variants. Roger is also a very accomplished model builder as well as manufacturer and has an amazing collection of motorsport hand built models.

These pictures of his Mini-Racing Lotus Sunbeam took my eye, primarily because I like the car but the fact it was a reworked resin version of the kit which Roger has made a fabulous job of building . I am not alone in having had issues with this Mini-Racing model in the past. My recollections are a white metal body which was a dog of a thing and looked much more like the Talbot Horizon rather than the Lotus Sunbeam, I ditched mine but not so Roger. I hadn't realised that the model had been reworked in resin but the effort was well worth it .



This 1980 Monte Carlo Rally version crewed by Guy Fréquelin and Jean Todt certainly looks the part but sadly the car retired failing to complete the course . However, driving a similar car Henri Toivonen took the victory at that years Lombard RAC Rally.

More Lotus model news

Jim Clark in a red car? Well yes, 1962 actually at the European Hillclimb Championship event at Cote d'Ollon-Villars and driving the Scuderia Filipinetti Lotus 21 Climax to 3rd place.



Spark has once again produced a very nice replica with fine detail around such areas as the windscreen surround and is complete with a driver figure. As most model collectors know, Spark are prolific and have other Lotus models scheduled for production. Where they excel is bringing us that model which is a little off the mainstream, a field usually left to the artisan makers or scratch build. Spark can always be relied on to fill those Lotus model collection gaps for the lesser known versions of popular models.

This Lotus 24 represents the private entry of Bernard Collomb at the 1963 German GP. Bernard finished 21st and next to last in his Coventry Climax powered car well over a minute behind the leader Jim Clark. Both models are available to pre-order.



TAMIYA continue their regular re-issue of popular kits in all scales with a relaunch of the 1:24 Lotus Super & Series II with enhancements. More photoetched parts and a set of various non-period seat belts accompany the kit for around £25



How about this pack of parts from Spark to add some content to your Lotus diorama for about £25 quid or so?



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