



KIT LOTUS

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Who needs four wheels anyway?



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Almost there, Jackie Oliver's 1968 Brands Hatch 49 in 1:12 scale, the only feasible Tamiya high wing 49



Kit Lotus Editorial

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

Here we are, six years old and Volume 7 already . Still wide eyed with wonder as our hobby expands way beyond obsession.... I heard you can get tablets for that!! But who needs them when obsession is as interesting as this, with lots more to write about and more models to build, collect, buy, swap, you know the drill.

I begin the new volume in the same mode as the last, apologising for keeping you waiting but still being a working chap I do have to put my obsession aside now and then. Not least that now I am a young sixty years, I've decide to pitch in to a Procurement Law degree at the University of Nottingham so this has taken me away from the modelling table. However here we are with hopefully some tasty bits for your enjoyment.

There is no one who wouldn't consider Jim Clark or John Whitmore or Jack Sears three wheeling a Mark 1 Lotus Cortina around Brands Hatch anything but a significant moment in motorsport history. So why is it we don't have mainstream kits of the Lotus Cortina in 1:24 scale tumbling off the hobby shop shelves in their thousands? All of us know only too well what the sales impact would be if such a beast existed, they would be snapped up before the shop assistant had time to stick the pricing label on to the box (*dear diary – must have a word in Mr Tamiya, Mr Revell and Mr Fujimi's ears about this one*). The diecast boys and 1:43 kit makers have done us proud, so have the slots and so has Airfix, recognising the potential decades ago. So where is the plastic?

It is really strange that such a plastic injection moulded kit isn't available and regular Kit Lotus contributor Peter Pedroza thinks the same way but thanked his luck when he was able to get hold of a 1:24 Lotus Cortina resin body. They do pop up from time to time but not in the quantities that would satisfy us.

Peter being Peter, he has transformed the body shell with some of his expert scratch building to produce the three wheeling diorama featured in this issue, I know you will enjoy it , can't wait to see it in the flesh.

Speaking of seeing things, the early season looks bleak for the opportunity for us to take Kit Lotus on

the road and so we are consoling ourselves with a trip over to Classic Team Lotus in March. There are probably places left on the 12th March CLTL tour but be quick if you want to join in. The trip will no doubt also involve a tour around St George's Distillery (again) at Roundham near East Harling in Norfolk. For a boys trip it couldn't be better, Lotus and a whisky distillery and a race circuit with a huge model shop all within minutes of each other (*another note to diary- it maybe a good idea to retire to Norfolk*).



The slot car makers haven't let us down, Lotus Cortina by Revell.

So far this year I have really behaved and bought not one Lotus kit, I really must get that pile of kits to build reduced. However, I have indulged in some more aftermarket stuff, purely in the cause of need for the models in the 'waiting for build' queue and partly because when some of these extras come along at the right price they have to be bought. You will recall the conundrum of which to build next so I turned to my display cabinet to see what is missing and my first thought was colour. Plenty of green and yellow, lots of black and gold plus equal amounts of red and white so the choice is obvious, I need Camel yellow in there and Rob Walker blue which narrows down the choice somewhat. I think I need a break from 49s so that one is out leaving just the Ebbro Walker 72 as that candidate. For the yellows, the choice is Tamiya, either the 99T with some extras from Studio 27 in the form of carbon fibre and photo etch, or, the 102 with Studio 27 Camel decals and yet more photo etch. Either way there are still some jobs left to complete the Oliver 49 but it won't be long.

Editorial continued.

I mentioned bargain extras earlier and one such bargain I picked up was the E.JAN interior and exterior upgrades for the Tamiya 1:20 Lotus 79, for around £22 quid including shipping from BNA Models in Australia (I know it doesn't make sense that I can buy something half way around the world cheaper than I can at home). The set includes very thin photo etch panels to cloak the plastic monocoque, easy stuff but there are some really neat bits. For the DFV the kit includes throttle springs and the main throttle mechanism itself and will mount quite a challenge. The cable is protected by a wire coil along its length and the kit includes soft wire to coil your own. Blue heat shrink for making water connections is included along with scale pipe clamps.



The dash panel doesn't escape the photo etch treatment either. In the Tamiya kit, the dash doesn't have the side switch panels whereas the E.JAN kit does.

Even the switches are provided and small as they are, two parts per switch are provided. Electrical connectors and

hose ends are all included so this should keep me amused for days when it comes round to fitting.

Scanning around the industry, it has been fairly quite in regard to any new Lotus issue although Tameo are pushing remaining stock of E21s and Spark of course keep shelling models out faster than peas from a pod. Our interest includes the Lotus 18 from 1960 of Innes Ireland from the British Grand Prix which sported an unusual air intake system moulded into the body but its effectiveness can be gauged by the fact the works never used it again. This sort of flavour for us adds to the collecting bug and provides another 'must have' purchase. The Lotus 25 BRM driven by Mike Spence at the 1966 British GP is also one of those 'alternate' Sparks available. In rare red livery to star in the film Grand Prix because Ferrari weren't there.

All credit to the Spark researchers for maximising their sales opportunities but it does also reflect that they have to be enthusiasts to a) know where to look and b) be thorough enough to get the small details right as can be seen from my review of the Riverside Lotus 30 from 1964 later in this issue.



Neat Spark Lotus 18 with Innes Ireland

Another item to drop through the door was this sheet of 1:12 dial decals from Bestbalsakits. A sheet full of very nicely printed dials, everything from the fuel gauge, temperature, speedo and rev counters are on the sheet, including split gauges with dual function and overall having a very good standard of clarity to enhance any 1:12 project and complementing the BBK sheet of dashboard labels, two great products especially for scratch builders and modifiers. No longer will you need to photocopy pictures from the Demon Tweeks catalogue!



So that is the first Kit Lotus of Volume 7, let me know what you think.

Spark Lotus 30

I included this in Kit Lotus for several reasons, firstly it reiterates again the fantastic detail that goes into diecast/resin cast 1:43 scale models nowadays. We have a chuckle now and then with tongue in cheek comments that Spark is bent on world domination of the ready built, value for money model car market, perhaps even more so than Minichamps. If you imagine all of the artisan model builders as the high street, then you could use the analogy that Spark is the big supermarket chain, providing finished items at a price the smaller establishments just can't



match and we have to be dyed in the wool model builders if we are to keep our 'high street' alive. But, following on from that anything faintly related to the exploits of Jim Clark will always rate highly in many of our opinions whether ready built or not.

On another track, I have thought long and hard about what to do with my own 1:25 scale resin Lotus 30 body, I had it in mind to produce a 40 but this Spark model has convinced me to stay with the 30. The Spark version whilst curvaceous and typical



Chapman, adds much more interest with features that reflect the efforts to develop the car on the hoof and appear to be easily feasible for replicating.

History determined that the 30/40 was probably Colin's most famous failure with what success it had probably down to its driver but as so often commented upon in Kit Lotus, in model car terms Lotus failure always turns to success and model manufacturers have taken virtually all Lotus versions and turned them in to winners.

As usual, the level of detail on this Spark version is remarkable and at least on a par with their Gold Leaf Lotus 62 going down to small etched pieces, fastenings and superbly done paintwork and decals which set as good a benchmark as any for other manufacturers to match in such a competitive field. Admittedly, most, mainstream manufacturers have an amazing quality across all their catalogue and whilst some may suggest I review Spark more than most, it is simply down to them having a greater range of Lotus models.

I think that this Lotus 30 version representing Clark's second place in the Riverside 200 in 1964 has convinced me to create the same in 1:25 scale but what do I need? All I have is a bodyshell and the vac forms for windshield and headlights, in effect the most important bits. A chassis can be made in plasticard but possibly a Tamiya Europa may be the answer. For wheels, the 1:25 AMT Lotus 56 Turbine may have the solution especially as Chapman used Indy car components when building the 30 and the 56 wheels are the same. Studio 27 produces a Lotus 56 aftermarket decal sheet which contains many of the small sponsor decals featured on the Spark 30.

The Lotus 30 has also been superbly modelled by SMTS with Team Lotus (Oulton Park) and later as the Lotus 40 with the AJ Foyt Riverside 1965 added to the range.

Kit Lotus has featured the 30/40 on several occasions not least the fabulous 1:8 scratch built which designer Len Terry

himself gave us an appraisal on during a visit to our display at the 2013 Race Retro, hopefully with my 1:25 version I can do justice to the others.

Lotus Cortina diorama in 1:24 scale

Type the words "Jim Clark Lotus Cortina" into Google and there will of course be pages of photos, but one of the images will be a bit special. It will show him driving Team car registration number JTW 498C through Bottom Bend at Brands Hatch during the 1965 season. This photo has come to represent all that is special about the car and driver. Deep into the corner, power hard on, inside front wheel 12 inches off the ground, driver totally relaxed. Looking at the photo made me think that this would be a good subject for a small diorama. The model was started a couple of years ago but then shelved. Now with 2014 marking 50 years since Jim's British Saloon Car Championship, the dust was blown off it and completed.



My first thought to start the project was to find one of the old Airfix 1:32 kits. One or two on ebay although a bit pricey to say the least, but a visit to a model show in Huddersfield back in 2011 solved the problem. On one of the stands was a bloke selling resin Cortina bodyshells in 1:24 scale. If you look back at Kit Lotus Vol 1, Issue 2 from May 2008 you will see that John had found these bodies long before I did although I don't know if mine came from the same company, looking at it I don't think it did. The one in John's photo looks like a nice clean moulding. The one that I got, well, let me explain.

There were three types of bodies on sale that day, obviously all from the same mould but priced at £5, £10 or £20. The £5 moulding was really only fit for the bin with big chunks of the moulding missing, what we use to call in the injection moulding business, 'a short'.

The £20 ones were pretty good but not perfect by any means. So I got one of the middle priced bodies, the logic behind this being that if I still have to fill in and rub down the more expensive one then I may as well do a little bit more filling and rubbing and save myself £10. Wrong! When I got it home and had a really good look at it, even though I picked the best of the bunch, I could see that it wasn't that good. One sill was pretty poor and is now about 50% filler, the grill had to be cut out and replaced with mesh, the inside of the shell was very rough, both headlight surrounds, wheel arches and so on had lot's of tiny splits, but eventually I ended up with a 'reasonable' body.

Most of the interior, door trims, windows, floor and rear seat, was fabricated from plastic card. The spares box supplied the rest, front seats, dash etc. Now came the problem of Jim Clark as the model was intended to be as near to the photo as possible. Another trawl on ebay found the answer from Japan. Fujimi produced an odd set of 1:24 mixed figures. I say odd because of the four that were in the kit there was a male and a female in driving positions wearing casual clothes, and a girl in a standing pose - wearing a swimsuit!! But it was the fourth figure that I was after. A driver in a race suit and with a choice of heads with different style helmets, 50's, 60's and 70's.



Next were the wheels. I tried in vain to find 1:24 steel wheels that were originally used in the early sixties on the Cortinas and so ended up having to turn my own. Let me say now that the car is not super detailed. There is nothing under the bonnet or indeed underneath the car, including any of the suspension. The latter was deliberate though as it made positioning the wheels much easier, right rear tucked under the wheel arch, front left hanging in fresh air.

When dry just trim it to size with scissors, a bit like washing your hair then having a haircut! A bit of model railway gravel from the same company completed the inside of the kerb whereby these drivers will keep cutting corners!



As for the base of the model, the track is just a square of 6mm MDF, sprayed dark

grey and then some simple black marks to show tyre marks. The inside of the corner is another piece of MDF glued on top and the kerb to bridge the gap is a piece of plastic card, painted red and white. The "grass" on the inside is from a company called, Tree-mendus who specialise in scenic stuff, trees, gravel etc. It was a piece I had left over from the Type 25 Paddock Scene I did a couple of years back, shown in Vol 3 Issue 2. It was simplicity itself to get the desired effect. Called "Raw Grass" and woven onto a Hessian backing sheet, it comes in various sizes, an A4 sized sheet costing about £3.50. It is light brown out of the packet but can be coloured any shade you want by rubbing in poster paint.



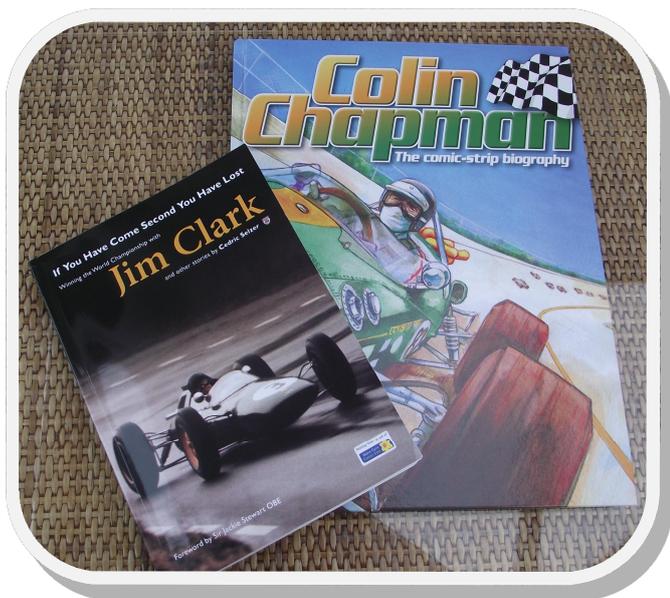
Book Lotus - a couple of really good reads.

A couple of recent books with predominantly Lotus themes are 'Colin Chapman the comic strip biography' and that of former Team Lotus mechanic Cedric Selzer's 'If you have come second you have lost'.

Although both have been mentioned in previous Kit Lotus, mainly to tip you off to drop hints for Christmas gifts, I now have had chance to read both of them and any new books about Lotus just have to be devoured and so this brace were to be no exception.

Taking the comic strip first, the style is intriguing in itself, a little like the cartoon style mini-biographies in Motorsport Magazine but the way it has been executed is quite brilliant and no doubt other subjects will follow from this publisher Haynes. Famous for their workshop manuals, it probably isn't a coincidence that the recent Lotus 72 Owners Manual which followed the principle of standard workshop manuals published by Haynes, started a trend. Quite quickly after its publication other GP cars followed along with the Lancaster Bomber and Spitfire. It is probably a safe bet that comic style biographies of other motor sport figure will follow and the principle here like lots of things, is the word follow. Where Lotus leads, others have to tag along and I'm pretty sure this will be no exception.

Haynes weren't the original publishers, this version is a translation by Ken Smith with text from Denis Bernard of three French books published in 2012 and 2013



Anyhow, back to the book. It doesn't attempt to cover the entire Lotus story focusing on the rise and

subsequent fall of the racing team and grand prix racing in particular. It is written in a flashback style rather than a strict chronology of events. Key figures are featured and all of the key cars, Chapman's relationship with his drivers and his staff are well covered in what is described as a historically accurate account. Readers will recognise most of the events but in a different way thanks to the fantastic illustrations of Nedzad Kamenica, Christian Papazoglakis, Robert Paquet and Tanja Cinna. It has to be said that the drawings of the cars in particular are very accurate and the portrayal of the characters shows emotions not captured in the written word.

Throughout the book, the intrigue that surrounded the Lotus legend keeps the reader's attention. All of



the technological adventures are covered, good ones and bad ones with Chapman's frustration quite tangible as the blind alleys came to abrupt ends. By far the most poignant is the Lotus 88 episode where other constructors seemingly led by Ecclestone appeared to gang up as Colin's brilliance was on the verge of overwhelming them once more. The authors and illustrators seem to have penned a suggestion of controversy where the obviously illegal Brabham BT49B was allowed yet the 88 wasn't, possibly some lingering revenge for the banning of the BT46B fan car? The knives were out for Chapman and in a portence of the future influences on formula one the hierarchy was setting itself and the influence of Colin on formula one was on the wain.

Only once more would the famous cap be thrown in triumph in almost the DFV's last hurrah when De Angelis pipped Rosberg by the narrowest of margins in Austria. Shortly afterwards, Colin signed with Renault to start the turbo era at Lotus but he was not to see the fruits of this latest vision with his untimely death.

In keeping with the whole legend of Colin Chapman, the book covers the extreme highs of success and the deep lows of despair not so much when technology doesn't behave, but especially when Chapman lost his drivers. The ethos of progress comes across throughout the tale with the format prompting a rapid read which all adds to the style of comic annuals such as the Eagle from boyhood days. Even though the story is well documented in numerous other tomes, the style follows the hero striving for glory whilst beating off adversity capturing the concept perfectly. Another feature of the story is the non judgemental approach it takes to Chapman's philosophy of building light racing machines unlike so many books that take every opportunity to take a pop. Much of the time during the Lotus heydays, motor racing and grand prix racing in particular was almost gladiatorial and this book covers many of those tragic incidents. Now call me a cynic but it almost subliminally throws out a



message to other car builders and designers to look over their own shoulders, people in glass houses is a phrase that springs to mind. Make you own mind up, it certainly is a great read and a novel concept superbly executed.

'If you have come second you have lost—Winning the World Championship with Jim Clark and other stories' by Cedric Selzer is quite a title but it is not often we hear the tales of the mechanics who put our heroes on the grid .

We never hear of their relationships with the drivers but this book is one such tale. The forward by Sir Jackie Stewart sums it up by demonstrating the esteem in which these unsung heroes are held.

Cedric was one of a growing band of southern hemisphere specialists drawn to Britain to follow a career in motor racing with prospect of building and maintaining racing cars for next to no reward, working frighteningly long hours in the toughest of conditions all over Europe and other corners of the known world and then having to drive home just to do it all again almost as soon as they got back.

When Colin Chapman assigned him to Jim Clark's car it was a pivotal moment both in a personal relationship and having the chance to help Clark secure his and Team Lotus first formula one world championship. Cedric recounts those days in his own words in a book which he has written and decided to publish himself to raise money for Marie Curie Cancer Care. He doesn't say why but this appears to be his modest style, he must have been affected at some point to want to raise money for such a good cause and I hope he achieves his goal. Cedric formed a very close relationship with Jim Clark but concentrates his book on the good times rather than on losing a close friend five years later. Readers will recognise many of the events but not some of the scrapes Cedric got himself into including being sacked by Chapman on more than one occasion.

Cedric is responsible for rebuilding a 25 from the scrap bin but not before rebuilding and racing a 24. Lotus fans will recognise some of the epic sessions ensuring cars were completed in time for a race along with intrepid tales of travel across Europe in the now famous transporters. It is a fascinating story of what happened behind the scenes working with famous name after famous name at a time when legends were being made. The book is reminiscent of Michael Oliver's 'tales from the toolbox', which draws on first hand accounts of former racing mechanics.

Cedric left Lotus in 1964, teaming up with Ian Walker Racing for a time before working with Paul Hawkins and then Ulf Norinder who became known as the Racing Viking who had a Lola T70 that Cedric kept alive along with a Formula 5000 car. A Nerus Sillhouette and a Lotus Borgward intervened before he finally settled into historic racing with drivers racing for him in the 24 and 25. When illness struck, Cedric decided to call it a day on motor racing, selling his beloved Lotus cars before presenting us with his nicely written memoirs adding to our voracious appetite for anything Lotus.

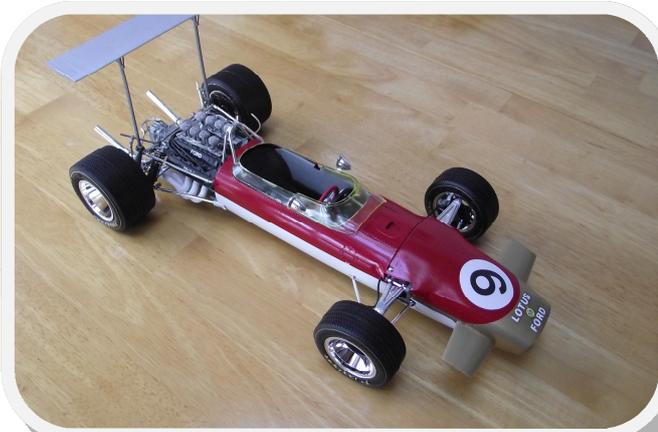
Buy the book, support Cedric's project.

Oliver - can I have some more please?

All is well with my Jackie Oliver high wing Lotus 49 project.

Reduced to running 49R2 at the 1968 British Grand Prix after escaping uninjured from his horrific crash at Reims, Jackie Oliver drove the only high wing 49 in Gold Leaf colours alongside Graham Hill in his 49B and Jo Siffert in his new Rob Walker 49B. Oliver led the race for a while after Graham Hill retired but before long both of the Gold Leaf 49s were out and Jo Siffert recorded a terrific debut win for the new Walker 49B, the last time ever a grand prix was won by a privateer.

My disdain for the model manufacturers passing off 49s as 49Bs is well documented but the Oliver car has at last given me the chance to build the 49 I wanted to build but even this has its limits. I'm happy with it so far except I have had to use the Tamiya '49B' as the donor even though the subject is 49R2 with the distinctive fuel filler so attentive readers will have to acknowledge this along with the use of the old style 49 rear wheel and not the deep dished 49B wheels used in 1968.



I have enough decals but that prolific retailer in Belgium, Wim at Bestbalsakits has read my mind and a set of his 1:12 Gold Leaf decals for this very car is as we read, in the post on the way to me. At around 30 Euros it is not worth the effort to pick and mix the ones I had in mind from various decals sheets or the effort to make the J.Oliver decals.

Looks can deceive and there are still some jobs to be done. I have to make a fuel filter and fit the exposed fuel pump with associated pipework. Similarly the rear brakes are yet without any brake lines.

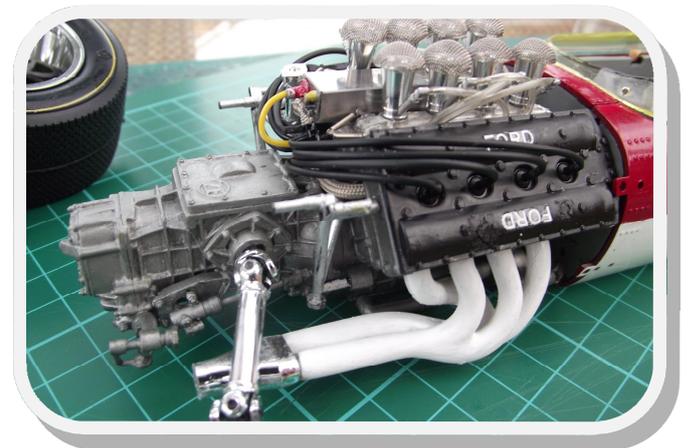
the nearside water pipe will have to stay off until the decals are on and there is still the wiring to the alternator to attend to.



I've cheated a little by using braided hose for the front radiator but it is so much easier than the rubber stuff supplied in the original kit.



Rear end has the aftermarket resin ZF box with modified gear linkage and modified crash bar courtesy of Slater's Plastikard.



Model Factory Hiro are re-releasing a batch of their 1:12 Lotus 79 in JPS livery and the website suggest this is the last lot. However, they also have a March 2014 release date for the 1979 version in Martini livery with both Andretti and Reutemann



versions.

The 1:20 Lotus 80 is still listed as pending with a 'please stay tuned' note on the webpage.

Our friends at SMTS tell me that tooling has started for the 1:43 scale Lotus 64 so it will still be sometime before we see it in the flesh.

The 64 was driven by Mario Andretti during practice only, at the 1969 Indianapolis 500. In what was Chapman's most complicated car, a hub failure during practice left the team unable to have new components made in time to qualify despite the car being fast and competitive. The establishment had struck again and the Lotus 64 never raced, indeed they were the basis for a controversial episode in Lotus racing history with a cat and mouse game with Ford to avoid anyone other than Lotus getting their hands on them.

The SMTS kit will be worth the wait but still no word on when their Lotus Mk VI will be started.



I bet the Autobahnstormers (regulars at the Club Lotus Show) have rubbed their hands together now that this Spark Lotus Carlton/Lotus Omega is available. This version is a French registered Omega. The Omegas formed most of the 900 or so versions made so this gives Spark a chance to make the Carlton as well, nice one. As usual, a very high standard finished in the dark metallic green that was the only colour available. In 1:43 scale, a great addition to the Spark range.



If you come across one of these 1:12 scale Europas, it might be a good idea to snap it up. Nichimo has decided to call it a day and their plastic models will be no more, not that this is in current production, they are coming up for around £85/£90 or so

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