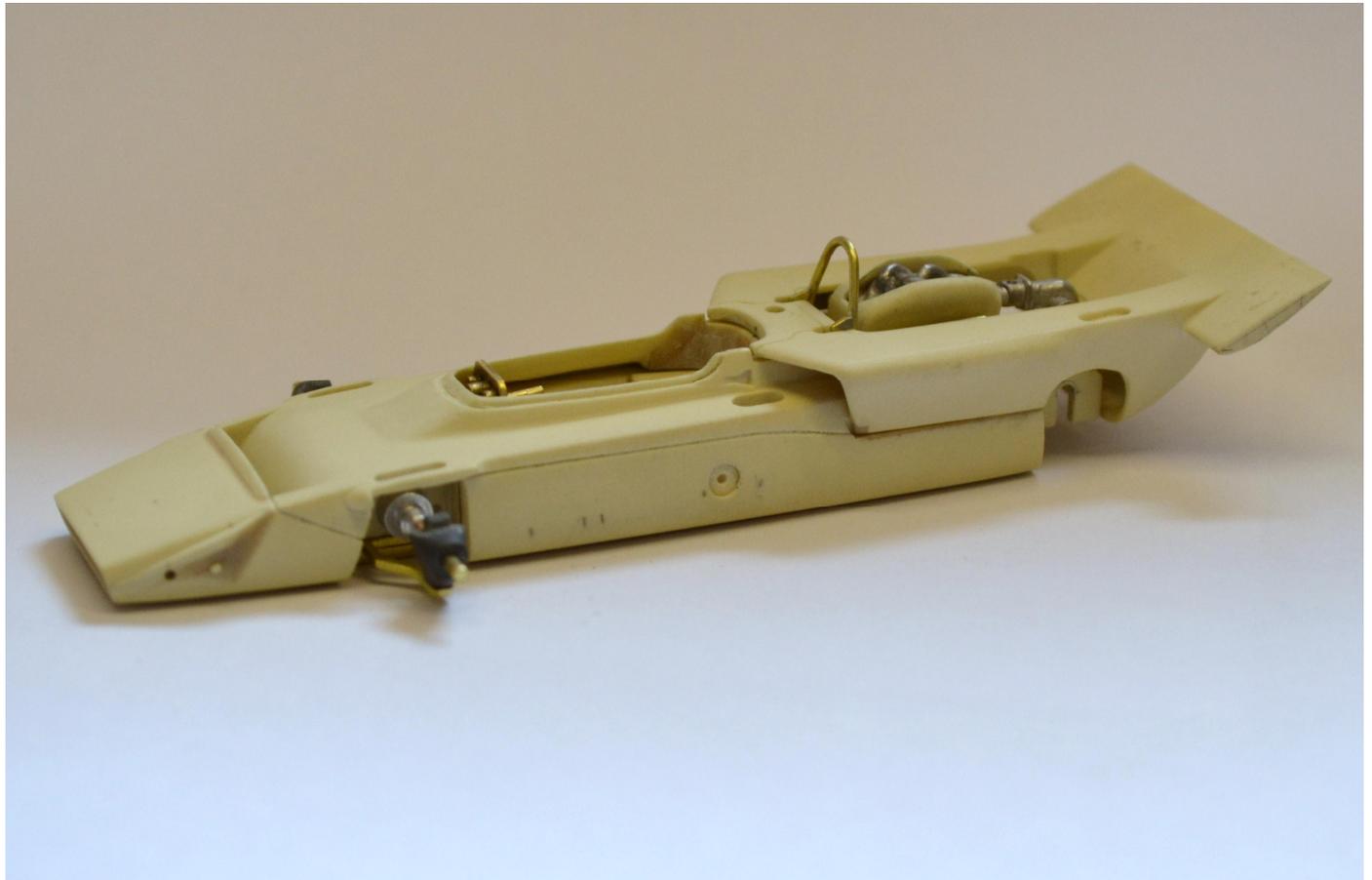




KIT LOTUS

Volume 7 Issue 3 June 2014



Coming soon "the most complicated Indy Lotus ever conceived" - Andrew Ferguson

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No, Kit Lotus isn't going Tabloid, these 'Ladies who Lotus' are relevant to the trip of a lifetime

Kit Lotus Editorial

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

Hello again, 8 weeks soon comes around and with it another issue of Kit Lotus magazine.

Recalling my editorial last time and the lack of activity, we have just returned from a very successful and very enjoyable weekend in Hanslope nr Milton Keynes where we were invited to display at Automodlissimo-4 (see feature) which rather lifted the spirits in more ways than one and put a bit of impetus back into the year. At the moment we are on the lookout for more display potential but that was the first non-Lotus show we have been to as Kit Lotus.

Spirits also lifted when I received an article from Martin Mayor about his 'trip of a lifetime' which is reproduced in this issue and I am very grateful for his words and pictures.

I must say at this point that when I receive articles from overseas, I hope you have spotted that I deliberately do not try to change the style and the English, preferring to publish virtually as written. I do this because I am very proud of the continental connections Kit Lotus has achieved but also I think it keeps the flavour of the country the article originates from and if I changed anything significantly the enthusiasm with which the article was written may be lost.

I try always to get into conversations with manufacturers about forthcoming Lotus models and the most recent escapades lobbying for the Lotus Cortina gave me the chance to put an article about licencing (products that is) together. This time with the help of Jeremy Pierson at CTL and Lorenza Lavezzi at Group Lotus both of whom provided me with information for the article. It is a bit of a dry subject but nevertheless one which concerns all of us who collect model cars.

I've said many times that the people who read Kit Lotus continue to fire my own interest and nothing pleases me more to hear from readers. Australian reader Chris Dhule took the time to telephone me after we had spent some time trying to arrange a best time to talk about Lotus model cars after his partner Fiona sent me some pictures of his collection. I will be asking Chris to be our 'meet the collector' slot for the next issue. Chris not only is an accomplished modeller but he also owns

Several 1:1 scale Lotus including the first climax engine Lotus 7 built by Brain Allart who you will recall featured in Volume 2 Issue 1 in an article about the Cliff Alison transporter. The seven is pictured as well but that same seven is owned by Chris, to read about it you have to wait until the August issue.

There is always something to stir the enthusiasm and this issue is no different, I am hoping to get my hands on one of SMTS soon to be released Lotus 64s in 1:43 to build. Shown on the front page of this issue and tracked for so long it is quite obviously nearly ready so keep an eye on your favourite retailer to make sure you get yours. I remember seeing the 64 which was restored by CTL at the 2008 Lotus Show, Donington Park and thinking then how well it looked without its clothes. Fully clothed it is a bit of a war horse especially when parked against the 63 but then again the 64 didn't have the neatly compact DFV nestling in its midriff. More on the 64 later.

I'm always chuntering about my 'to build list' and how long the candidates have sat patiently in their boxes waiting for the glue. My Tamiya Lotus 99T is the latest— more later, and like most others I have had them so long it is easy to forget where & when I got them, this one however still had the price tag stuck on the box and took me back to the time when such dream models cost a mere £10.99. I also picked it up from an unlikely source, Chip Alley in Skegness, that's Skeg Vegas to anyone who lives in the East Midlands. As its nickname suggests, Chip Alley is a road full of Fish & Chip Shops, actually High Street running off the Lumley Road in Skegness. Unremarkable you might think in a busy seaside town renowned mainly for day trippers except Pollards Models once resided amongst the chip fat, an oasis of sanity in an otherwise cauldron of cholesterol. I looked it up and apparently The Model Shop - but probably not Pollards — is still there, hooray for them!!! Hope you enjoy the magazine. **JT**



Trip of a Lifetime

By Martin Mayor

As many of you I received last summer an email containing an invitation from SPARK MODELS to take part into their "Competition Prize".

First Prize was a Free trip to Macau GP plus a visit to their factory in China. As competition ended in August I did my best efforts to present attractive proposal based in existing SPARK Lotus models as well as new projects.

I dreamed with winning first prize as since childhood I was attracted by a race held near Christmas dates in a remote exotic place (from the Spanish point of view) called Macau.

I remembered having followed via Eurosport the races that took part there and several "great names" that raced and won there in F1 as the years past....Senna, Coulthard, Schumacher....

As I just told you it was summer so I had plenty of spare time to search info via web, books and old magazines.

I sent to SPARK about 7-8 posts in total with photos and info about my proposals and I forgot about it.....until past 15th October while having a coffee during a pause in the job I receive a call from a very long phone number....

- Hi?

- Hi Martin I am calling you from HK just to tell you won the SPARK competition prize!!!

-
How???....What???....Me???!!!!!!.....WAOOOWWWW
!!!!-



Martin and Mika

Now I'll tell all you my trip as a diary:

November 14th 2013

I wake up early in the morning at 6:30 AM and went to job as a normal/standard day. As my flight departed at 16:00 hours I had the whole morning devoted to arrange final commitments at work, anyway as you may guess I was anxious about the long trip to HK (only takes 17 hours to arrive there).

At 13:30 my father picks me up from job and I take my luggage at home and then we head for the airport. I eat something there and take an Iberia Airbus to London Heathrow. When I arrive there about 2 hours later I had only 1 spare hour till next flight departs to HK, so as soon as I arrived to the terminal a brand new British Airways Airbus A380 was waiting for me.....it would be a very very long night for me.....but who minds?

November 15th 2013

After a tough night I arrived to HK at 3 PM, passed the immigration/customs control and headed to the HK Express Train to the final stop (HK Central) where Mr. Clive Rigby (one of the SPARK partners) was waiting for me. From there we directed to Stanley, a quiet and nice district in HK just by the sea where I would spend the first night.

About HK it really impressed me it resembles to NYC but more futuristic and with all that Chinese signage I felt as I were staring the "Blade Runner" film. I specially recommend HK by night when the city it is even more impressive.

Continuing with my trip after having a beer and a chat with Clive who showed to me his impressive collection of Land Speed Record cars I went to bed "early" (9 PM in HK and 4 AM in Spain!!) to have a rest as the next day we would head to Macau via ferry.

November 16th 2013

Finally I could sleep properly !!!! Have a shower and breakfast and we head to HK Ferry station to Macau

It takes about 1 hour to arrive to Macau by ferry, and from the distance I can see a huge bridge that connects to Taipa island with Macau and the shape of some big casinos.

Once in the ferry terminal I met Mr. Spark (Hugo Ripert) who welcomes me and we go to the hotel (Grand Lapa)

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Trip of a lifetime continued

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that it is just besides the circuit and have a big terrace from where you can follow the races (Monaco GP style!!)

As soon as I book in the hotel we go to the paddock and I already can hear the noise of the GT carswaowww

As they give me the pass to entry the paddock first of all I visit the GT boxes that are underground!!!

As you can imagine Macau GP uses everyday buildings and car parking so GT boxes were just floor -1 behind the track.



Macau paddock action

The atmosphere there was magical as you hardly can see anything...it is hot ,air is thick because engines and exhaust pipes ...everything is tightI can see a GT Porsche arriving with its headlamps switched and I have to get out of its lane entering the Audi box alongside their superb R8s....THIS IS MACAU AND I AM HERE!!!

Once in the surface I can breathe again. The paddock is small and it is full of people. There are also a lot of Chinese pit babes (every racing team have at least 5 of them so as there were WTCC ,GT and F3 team you can imagine the big amount of beauties packed there) In fact photographers prefer taking photos from the girls rather than the drivers!!!!.....seriously!!! I also paid a visit to the Carlos Sainz Jr. box (he is the son of the famous WRC Champion) who was the only Spaniard who raced in the famous F3 race and took some photos alongside him (a nice guy).

November 17th 2013

As it was hot there and paddock was getting crowded I returned to the hotel and when I was getting out I met Mr Jean Todt in person who was attending the race also (a photo alongside was compulsory but first I had to convince his bodyguard ;-). Mr Todt was very polite and asked his bodyguard to let me to take the photo alongside him).

Once in the street again there are some memorabilia stalls and bought some Macau GP memorabilia. There was also a Spark stall that sold 1/43 Lotus



Spark employees assembling our dreams

modelsI should have carried alongside me a bigger luggage ;-)))

Once I had a light rest I spent the whole afternoon walking around old Macau streets.

The old city is a curious place to visit and very exotic. Having visited previously Lisbon in Portugal , Macau is similar to Portuguese cities but full of Chinese people (Macau was Portugal until 1999) streets were crowded as it was Saturday afternoon and sometime I was the only one occidental guy there.....

After having taken photos from the historic city I returned to the hotel and went to have dinner and surprise!!!!....Mr. Yvan Muller (the WTCC champion) would have dinner with us.

Yvan explained to us some curiosities and anecdotes of the races but he retired early as he had to wake up early in the morning for the Sunday races.

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Trip of a lifetimecontinued

After having dinner I visited the "SANDS" casino that was just besides our hotel, but I didn't gamble anything (I promise ;-)) .Casino was full of Chinese people gambling besides cheapest bet was 300 MOP (about 30 euro)

The terrace is impressive. You can see the track while having you buffet breakfast "Monaco style".

The first race I saw was GT. It was really a thrill race that was won by Edoardo Mortara in his red Audi R8 LMS in the last curves of the very last lap.

WTCC is always amusing as you can imagine race was stopped every 2-3 laps and then race again in "sprint-race" mode so there were more accidents and the race stopped again and so on.....

Later while queuing for lunch I met Mika Hakkinen himself and obviously I asked him for a photo alongside me (fortunately for me he was not eating at the time ;-))

As I have seen too many races that day I decided to go for a walk to the nearby Macau Grand Prix Museum .Entrance is free and it is one of loveliest motor museums I have ever seen. It is small but a lot of cars in pristine condition .It is nice to see some early F3 from relatively unknown drivers at the time as Senna, Schumacher, Coulthard, Sato...There are also rooms devoted to bikes as well early champions a Triumph TR3 ,Lotus 22 ,Chevron...

After visiting the museum , time to return to the circuit to see the F3 race and take more photos of the cars, pit-babes....

By the time I am exhausted because of the hot, jet-lag so I return to hotel to see final laps from the terrace. Then return to my room to rest a bit and prepare for dinner.

This time we visit Macau by night and we are going to have dinner in a Japanese Restaurant at Venetian Casino Hotel.

Macau is very impressive at night(perhaps even more than HK) .Big (very ,very Big)Casino Hotels compete in high, pompous and even freak or tacky style.

The Venetian represents the Top-Class hotel there. While arriving to the hotel I had the impression of being at the genuine "Las Vegas" at Nevada.....(by the way , did you know Macau Casinos income four times more money than Las Vegas ones?)

Once into the hotel what can I say ? Pompous and baroque style ,and in the first floor a copy of the genuine venetian channel including a replica of Piazza San Marco "gondoliers" singing "traviata"....an surreal environment.

Anyway the meal at the Japanese restaurant was fantastic and we had a fun time there!!!

Going back to the Hotel and time to see Macau's night



Intense concentration in the Spark factory

life.....this time we head to the MGM Hotel disco to have some drinks and listen live-music in the Audi's party held after the race.

The Disco is full of people and I can recognise managers, drivers ,mechanics, mad moto riders that run in the Macau GP.... (all familiar faces I saw in the paddock these days) ...This is what I call a PARTY!!!!

At the end of the night I drink between 5-7 Gin Tonics (I almost can't remind anything from the fifth Gin Tonic) mixed with some Tequilla shots.

Go to bed at 5AM.....ZZZZ...ZZZZ...ZZZZZZZ.....

November 18th 2013

No more Macau GP...I wake up at 8Am with a big headache.

Today's schedule until 12Am consists in a tour around the old Macau city prior our departure to Continental China in order to visit the SPARK factory

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I met the rest of the group in the lobby...I am sick today .I solemnly promise not to drink anymore gin tonics for the rest of my life.

Besides that I have to endure my trip colleagues jokes. My new nickname is Mr.GT(guess what does it mean ;-)).

Quick visit to the city and return to hotel in order to take a bus to the border.

Entering continental China is not easy; first I had to get the China Visa and it was a tricky process ,the once in the border the officer took near ten minutes to check my passport and finally I requested my national ID because he was not totally convinced.

Once in China we left our luggage in the hotel and the we were invited to eat in a restaurant sited in a nearby island into a heavenly place.

Real Chinese food it is too exotic for me (nothing to be with my local Chinese restaurants) anyway everything tasted good.

After the meal back to the bus directly to the SPARK factory!!!



The Lotus cabinet! Martin must have arranged this especially for us

SPARK is one of the few manufacturers that have their own factory. In fact they have four in total. (for example I was told not even Minichamps owns one).

We visited the main one where administrations and design departments are located.

Once into everything smell to automobilia and motor-sport....big poster and photos, huge 1/8 and 1/5 scale models everywhere, thousands of books and magazines around the world to illustrate their models.

They explained to us the whole process involving a new model. For modern cars the real manufacturer send the all CAD info to reproduce a concrete model .In these cases process is easy and simple and they can produce a new mould within weeks.

Classic cars the process is more complicated because first they have to search photos from every angle and detail ,drawings.....

Once documentation is finished the process to create a new "master" begins. For that task they employ carving craftsmen who with a lot of patience and reference photos sculpt the shape of the car. Once it is finished they complete the car with interior, wheels and final detail.

When the first prototype is already finish ,the copy the car several times to help production line craftsmen to build the standard production ones.

About our beloved Lotus models I can tell you that in 2014 we will see new Lotus moulds as GLTL and JPS Lotus 72 will be produced as well as Lotus Seven S4.

Everything in the factory is well organized and production schedules are strictly programmed, thus I can understand SPARK ambitious production list, so

As I could see in the factory a standard SPARK model includes at least 40-50 different pieces plus decals in the racing models ,so every miniature needs more that fifty different building stages to be completely finished, so you can guess life at SPARK is tough because all the job involved to create new and original quality models.

After the visit there was a party in the office and I spent fun time with SPARK employees .I had also the opportunity to talk about Lotus with Hugo Rippert who is also a Lotus enthusiast.

At the end of the party he presented each us with an 1/43 Chevrolet Cruze WTCC Macau 2013 hand signed by Yvan Muller (a very nice present).

Back to the hotel to rest a bit.....I was beginning to be very, very tired (too intense days for me)

November 19th 2013

Wake up at 6AM, have breakfast within minutes as we have to reach the ferry terminal back to Hong Kong.

For our surprise we travel in a VIP lounge into the ferry (well done!!) so we have free drinks and meal all the trip

One hour later we arrive to the HK terminal and the we head to the train terminal where we checked our baggage .

As this was our latest day of the trip there we visited Kowloon via Star Ferry as well Victoria Peak into a tram that surpassed 45% degree slopes!!!! . View from the top was fantastic as you may imagine.

We finally finished the day having dinner in the relaxing district of Stanley prior embarking again for my 17 hours fly back to Spain and back to my routine....:-(((

MM

SMTS Lotus 64

“Bring them back to Hethel where I will personally hacksaw them in half, personally dig a big hole and personally bury them” is the famous quote from Colin Chapman about his 1969 Indy contender the Lotus 64. Once again an amazing piece of Chapman genius had been scuppered because of something beyond his control (a flaw in the material of the outsourced hub carriers and the intransience of the establishment). Earlier Mario Andretti had waxed lyrical about the most complicated Indy Lotus ever conceived after he turned on laps of 170mph plus at Indianapolis.

As with many of Colin Chapman’s creations, a model maker has to capture it and who better than SMTS. The 64 has been on the cards for a long time with only effigies such as the Polistil toy car emerging rather than an accurate scale model. That SMTS has chosen to model it at all means it will be an accurate replica as is possible and for a 1:43 scale model, it will be big.

Keith at SMTS sent me the picture of the prototype and alluded to it being released just as soon as the decals can be sorted.

The 64 wouldn’t pass any beauty parades (my own opinion) especially with that humungous rear engine cover come rear wing attached, in fact I think it looks better without, much like the 49, the 64 looks much more pleasing without its aerodynamic appendages but in the 64’s case, it wasn’t designed to run without them, but that won’t deter me wanting to build it just as soon as it is released.

SMTS were able to get close to the car at Goodwood where it was shown to an appreciative public before



being whisked off to its new home. Earlier at Donington in 2008 the car sans bodywork where I took these pictures:



The 64 unclothed Donington 2008

It looks good in the raw, shame that all of this ingenuity and skill has to be covered up and then plastered with sponsor decals.



SMTS prototype taking shape

Back to the SMTS model and one issue you may find on building it is the paintwork, getting the right shade of Granetelli Green might prove difficult there are many different opinions but hopefully before the model is released we might have a clue, expect to have to have it mixed.

One thing you can rely on is that the build should be straightforward because of the way SMTS engineer all of their models.

Still no definite release date yet but expect it to hit the shelves at around £50 plus vat, you can of course buy direct from SMTS if you don’t have a favourite retailer, either way, another of those elusive Lotus models to put another number in your collection, this is one , 64.

Licence

Part of the Kit Lotus grand plan is to lobby model manufacturers to produce the models we want to see and in some small way, to try and influence particular products coming to market. The Lotus Elan Plus 2S has been a target of mine in a big scale 1:24 for those who build kits but the best we seem to have is the knowledge that this model does exist but as a resin body model for slot car use. If you want a model of this size you need to get your modifying head on, look around for donor kits which might provide the essentials like chassis and wheels and then get cracking. I always acknowledged the opportunity for variants a factor any maker would need to consider and the Elan plus 2 is limited in this respect.

The Lotus Cortina however, as I alluded to in the last issue, ought to be a possible contender. A fully detailed plastic kit of a Lotus Cortina in the popular 1:24 scale would literally fly off the shop shelves, more, just think of all the possible variants of road, race and rally (are you reading this Mr Manufacturer?).

With this in mind I set about asking all of the top flight model makers if they had any plans to make a Lotus Cortina expecting a knock back from everyone but to be fair, most of them came back to me with a reply. OK, so no one rushed back to say yes we are making a Lotus Cortina but the replies were interesting and I am grateful for that because it allowed me to sow the seed of the idea further. There are a couple of major manufacturers – Tamiya for example – where the only route is through the designated importer which in this case is not Tamiya themselves and so the response is generic, “we will pass on your request”, when what they really mean is more closer to “don’t call us, we will call you”.



I contacted Revell through their website with the idea. Revell aren't known for Lotus kits they do a mean slot car. The first contact passed my request on to Revell in the USA and Ed Sexton sent me a prompt reply confirming that there would be little interest in the US market but that Revell Europe based in Germany might listen. The message was passed and I have had a polite response but Ed also volunteered a photograph of his own modelling, a Joker resin Lotus 49 with a Heller 1:24 back end (see separate item).

I also got feedback about the difficulty in securing a licence, without which, no model will see the light of day. Long gone are the days when an exchange of letters for permission sufficed, intellectual property and branding is much bigger business these days. The conversation with Revell coincided with our recent visit to Classic Team Lotus so I promised to speak to Sapphire and if I could, ask if they would provide an introduction to Lotus Cars which they very kindly did and I was able to put the licencing questions to Lorenza Lavezzi, Head of Licencing at Group Lotus plc., but not before I had done a little checking into this licencing malarkey, where it began and why we need it.



Well, we have to go back to the early part of the 18th century and to the then Queen of England. Queen Anne and the Statute of Anne (1710) which was a law passed not by the queen herself but by her parliament, hence it was Queen Anne's Statue and came about to protect artists and writers from having their original work ripped off although earlier in 1624 the Statute of Monopolies from the reign of Charles II along with Queen Anne can be cited as the origins of intellectual property rights.

Licencing continued.....

As we all know branding is very important and fiercely protected, why would you allow someone to use your brand without your permission and why should someone profit from using your brand without payment of a royalty of any description? If you did allow someone to use your brand you wouldn't want that brand damaged or tainted in any way and so it becomes entirely reasonable to set strict criteria for anyone who would wish to use your brand and, in our case the modeller, your images.

As mentioned earlier and thanks to Sapphire at CTL, the lady who looks after licencing for Group Lotus, Lorenza Lovezzi very kindly gave me the heads up. In her previous position at Ferrari, Lorenza had worked with Revell on several licencing projects, I asked her.....

JT "I don't know if Sapphire explained but I have been producing an eMagazine called Kit Lotus for the last six years. It has a niche following worldwide and now some readers and I get together to display our Lotus models whenever we can. We are passionate about the models we build and are always challenging manufacturers to make Lotus model kits. It is a fact that any Lotus model kit or diecast model does not stay on the shop shelf for long and some models would do better than others. The Lotus Cortina being one. To my knowledge it has never been modelled as a main stream plastic kit in anything except 1:32 scale by Airfix many years ago. The market needs a 1:24 scale which is why I spoke to the manufacturers. Revell, Tamiya, Airfix, Hasegawa, Fujimi could all make a superb replica."

LL: "Through the years, there have been many scale model car manufacturers who have developed and commercialised Lotus scale model cars, including the Lotus Cortina, such as: Autoart 1:18 scale model, Scalextric 1:32 slot car, Corgi Vanguard 1:43, Minichamps 1:43 and not forgetting Turn 10-Microsoft in the video game 'Forza Motorsport 4'. It is a very iconic car, and from time to time some scale model car manufacturers apply for it under license".

JT "From a consumer's point of view and most likely very interesting to readers, could I ask you to comment on the issues surrounding licencing?"

LL: "Sure".

JT "How difficult would it be for a small artisan model manufacturer working in short run white metal or resin, to obtain a licence from a large car manufacturer such as Lotus when the production would be in the hundreds not thousands? And, how would this compare to a major main stream kit maker who is likely to run well into the thousands of models? What does it really take to get a coveted 'licenced by Group Lotus' on the outside of the box??"

LL: "There are many key factors that we take into account during the selection of a new licensing partner. Product quality is of paramount importance. Being a niche car manufacturer Lotus welcome partnership opportunities from small and medium size manufacturing companies. Very often they provide the high level of quality that is not at the expense of the produced quantity. Our evaluation processes are very stringent to ensure that quality is always the top of the checklist. We also consider a manufacturer's financial stability, take into account their manufacturing and distribution capacity, and look at their brand equity. Equally important is their commitment to invest in business development and marketing activity."

Echoing what Lorenza has said, Jeremy Pierson, the licencing guru at CTL also gave me a similar insight. Whilst it is right that there should be a consideration by licensees for the benefit of exploiting someone's image or trade mark and apart from the commercial necessities, the brand image is the most important issue and it is only through strict licencing that this can obtain protection. According to Jeremy "The day-to-day operation of licensing can be difficult, one problem can be the control of products the licensee wishes to sell. Even when production plans are published by licensees, it is rare for them to be adhered to. It is necessary to have procedures in place to record products coming to market, logging the dates prototypes are received and approved, receipt of free samples later and checking that products approved are declared for payment of royalty when it falls due." He also confirms that CTL would never look to licence a scratch built one off model but he advises at least a conversation with the owner of the rights which in the case of CTL would probably mean help and assistance

Licencing continuedand other bits.

I am sure readers will agree that the subject of product licencing is essential, it is also a very dry subject which I have tried to enlighten . My thanks go to Group Lotus and CTL for sharing an insight with us but next time you see that coveted label 'made under licence' spare a thought for the kings and queens of ancient times. Whilst I'm pretty certain they had no concept of a 1:24 Lotus Cortina it is partly down to them that when it happens, it will be a quality product satisfying both car manufacturer and the consumer, not some back street rip off with an out of proportion front end and a wrong height back end.

JT May 2014

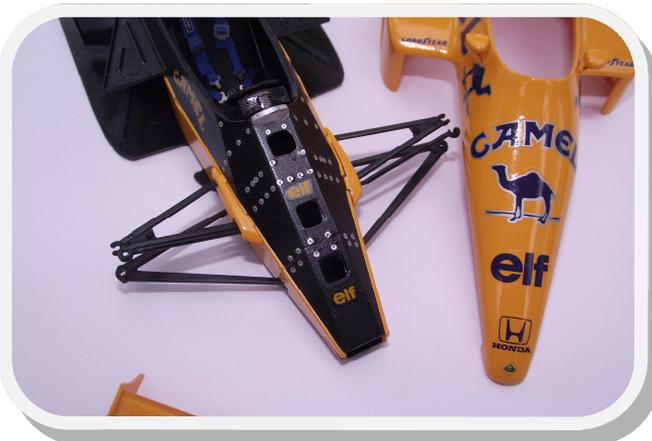


Another one of Colin Chapman's might have been is the Lotus 88, so cruelly denied the opportunity to prove once again that the genius designer was still at the top of his game, this striking model is on the radar at Ebbro. Getting quite a name for themselves with their highly detailed plastic kits of F1 subjects and especially Lotus, Ebbro are stealing a march once again with the launch of their 88.

It is making a name for itself on the internet and so I decided to try and hook up with Ebbro themselves to get the true story. They responded quite quickly from my emailed enquiry and confirmed that they have no particular plans—it could be over a year yet—before they release the 88. Similarly, they confirm the same applies to the Lotus 49C. Both models are currently available in high detailed kits from Model Factory Hiro at a considerably more expensive price than the plastic but either of them could prove too good a temptation rather than wait for another year or so.

In an effort to balance the colours in my display cabinet, I thought it was about time I put some Camel yellow in the mix and so decided to build a Lotus 99T from Tamiya in 1:20 scale. I've already described sitting hours with a set of carbon fibre decals and a bottle of micro sol but so far the build is going nicely. I picked up some Top Studio detail up parts from Hiroboy in shape of electrical connectors, antennae and wire stays on the pretext that this kit has electrical boxes a plenty and so it needs some cabling.

The Top Studio connector set comes with a range of connectors and wires plus a set of sleeve shrink and a reasonable set of instructions. Your own imagination and research is of course vital but I'm hoping to make a half decent model out of it whilst also following my recent principle of don't start



anything else until this one is finished.

The antennae I got from Hiroboy are very neatly machined affairs and are actually for a McLaren MP4 but I'm sure no one will know except now that I've told you someone is bound to come up to the display and point it out to me.

A thought did spring to mind whilst in the middle of building, this is the first kit for many a while I have built (with the exception of 1:43 stuff) which hasn't had a DFV engine, I might get withdrawal when I'm trying to get the stainless steel Honda logos to stay on the cam covers!

The Tamiya decals are going down ok, complementing the paint work which I am very satisfied with.

More to follow.

Kit Lotus on the road—Automodelismo-4

An invitation from Paul Fitzmaurice of Little Cars fame and erstwhile organiser of Automodelismo along with Matt Irvine also well known for Small Space (which is all space and sci-fi related models as well as model cars) came as a welcome relief from the lack of Kit Lotus road trips so far this year and when Simon suggested we take up the invitation the die was cast and a weekend visit to the sleepy village of Hanslope near the growing metropolis of Milton Keynes took shape.

As the name suggests this is one for the auto modeller and is based in Hanslope Village Hall but for us this is the first non Lotus themed event we have attended as a group.

MK isn't too far away but as our trips are few, Kit Lotus people don't get to see one another that often so the only answer would be a leisurely set up on the Saturday—late afternoon— an overnight stay, leisurely pack next day - overnight stay then home. Remember the not so tender years and so rather than engage in all that rushing about, the slow train is the answer. Picking the best weekend of the year so far made it



Kit Lotus on show

just right. The weather however did have a downside, being nice and sunny, we Kit Lotus intrepids built our stand almost to completion before starting to wilt under the heat prompting Peter to nip out of the venue to buy ice creams at the local shop. Noticing the shop had a chiller cabinet stocked with cold Budweiser, this seemed a better prospect and set the tone for the rest of the day. We finished off setting up and headed off down the pub for dinner and a glass of lemonade.

Sunday dawned just as sunny so an early start meant we could have all the models on display in short order. Pretty soon all manner of auto modelling was displayed in all its glory and in all respects, a tribute to those who have built them painstakingly and in so many scales.

The show was not that well attended by the public and soon took the form of a large club meet with all the exhibitors sharing views, having conversations and generally admiring each others work. We bumped into Stuart Davidge who is a Kit Lotus reader and displaying his 1:8 Lotus 72 on the Britmodeller stand. So far he has been building it for around fifteen years (amongst other things of course) and along with his colleague had some great models on display. Britmodeller is an internet forum which is



The Model Motor Museum, novel display concept nicely done

worth a look, there are some interesting subjects and discussion threads and has 12000 registered users.

The Miniature Motor Museum was another interesting exhibit in the form of a miniature building (no roof of course) split into various halls as a museum would be. It had walkways, exhibit descriptions even the odd seat and coffee bar! But most interestingly it had all types of 1:24scale models ranging from vintage and veteran—in the vintage and veteran hall of course—through to the motorsport hall where a Merit Lotus XI was on display and a long extinct Scalecraft Lotus Cortina transkit. A lot of patience from this father and son exhibit has paid off with something quite unique.

Paul Fitzmaurice placed us bang opposite his array of modelling tools and accessories which we are convinced was a shrewd move on his part to ensure all three of us spent cash on irresistible must haves!

Automodelismo—4 continued.

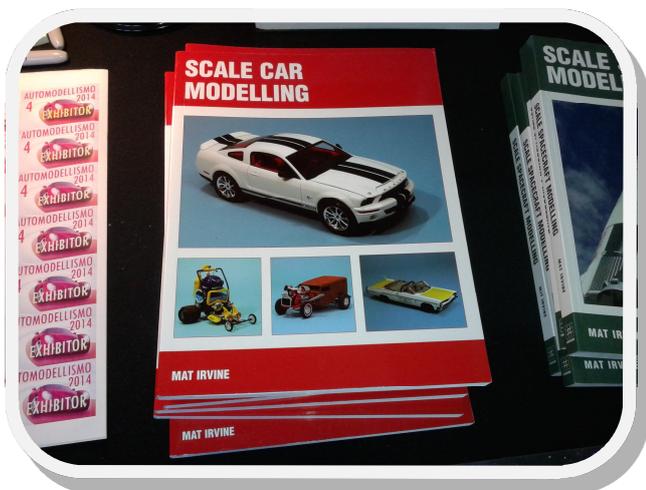
The local MK auto modelling club had a stand again with some stunning exhibits and we also came across a super EJAN 1:20 Lotus E21 (new fangled). There was but one burning question which remained with us throughout the weekend, how can someone possibly claim that the model kit for sale of a Klingon Battle Cruiser can be in accurate 1:527 scale!!

Co-organiser Matt Irvine had his tv and film related models on display and also made some of his books available, of particular interest to us was his instruc-



tive publication on building model cars.

Whilst all this was going on, we were steadily busy most of the day mainly because we were the new boys and other exhibitors were politely interested in what we do. All three of us had debutants on display



Matt Irvine has authored several books about modelling, this one should interest us with lots of tips and experience on tap for car model builders.

Simon had finally mastered the Lotus 43 to accept its nose cone, Peter brought along his Bottom Bend Lotus Cortina and I had the Jackie Oliver Lotus 49 on display. I also had a new bespoke Lotus 49 display stand which I made with cut to size acrylic sheets and diecast corner fixings I picked up from a shop fitting company in Belfast. After getting some tips on flame polishing the edges from Mike Serurier and managing not to get burnt in the process, my three storey display was ready to house the 49s.



Simon's display of 1:43 seems to disappear into the distance there are so many and soon his 1:20 will catch up no doubt whilst Peter had his amazing scratch builds on show. He is working on yet another secret Lotus project hopefully next time we can tell you.

So that was Automodelismo-4, whether it belongs in a sleepy village hall is something it needs to think about but, it is there because of the enthusiasm of individuals who rescued it from not being there at all. Hanslope has done it proud in cementing a group of different car modelling groups, it can only grow from here.

Grand Prix legends?



The scene: A wet and windy paddock, Oulton Park Cheshire, England circa 1968 (it has to be because those Cortina Rostyle wheels look chrome.

Car : Lotus 51 Formula Ford

Famous Pilot?: Our very own Peter Pedroza, is he even then thinking “ I would be much better off in the pocket if I were building small ones of these ”

Rumour control HQ suggests that Simon Parsons is working on a 1:20 Lotus Racing T127. After being so impressed with the EJAN Lotus E21 displayed at Automodelissimo-4, his head has been turned to the modern. Watch this space



Thank you for reading Kit Lotus.



1:24 scale Joker 49



Proving the theory that model manufacturers no matter how big they maybe are just model enthusiasts at heart , this rather nice 1:24 scale resin Joker Lotus 49 is from Ed Sexton who works for Revell Inc over in Illinois.

This very rare kit is helped by a couple of parts from the Heller/Humbrol 49B of the same scale. A very nice build with neat detail particularly the brass inlet trumpet meshes