



KIT LOTUS

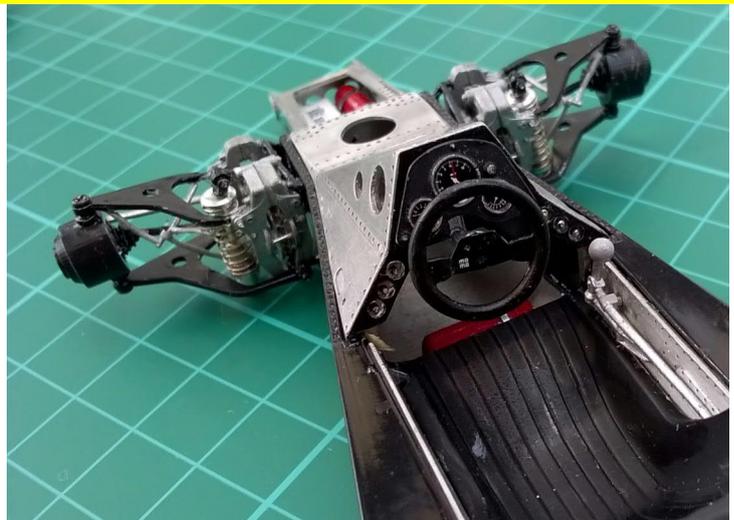
Volume 8 Issue 4 August 2015



Lotus but not as we know it, two wheels?

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Oh so slow going—MFH Lotus77

Kit Lotus editorial - "the worlds only magazine dedicated solely to scale model Lotus"

A warm welcome to Volume 8 issue 4 and to another round of subjects dedicated to collecting and building scale model Lotus. The front cover heralds the start of two new eras. Firstly, you have probably spotted it is a motorcycle, not just any motorcycle but one that bears the name of Lotus. So how long has Lotus been making motorcycles? Probably just as long as it took a very clever engineer and a smart marketing man to come up with the idea that if you intend building limited run of superbikes in the style of the famous café racers, and you want to sell them, you need to grab attention. What better way than to link up with a company world famous for engineering innovation and with an impeccable motorsport history. Secondly but rather quietly, Studio 27 has chosen the Lotus C-01 Superbike to model as their 20th Anniversary commemoration, which is really why it sits on the front of Kit Lotus. More about the two, later.

Since the last issue I have been working on the Kit Lotus website and introduced more web space for Kit Lotus archives. Subscribers can now access back issues of all volumes and individual issues. Volumes 3 and 4 still have to be re-formatted but they are available as straight forward links at the moment.

To help navigate you toward any particular feature or to a specific Lotus model in any of the issues, I have been very fortunate in that our erstwhile scratch building expert Peter Pedroza has turned his hand to indexing Kit Lotus. Not a simple task wading through seven and a half years of articles and features, but the end result of this sterling work is an index that sits on the home page of the website as a guide. It doesn't link article by article because this is protected by your subscription password.

Peter also provided us with a short report and images from the Cholmondeley Pageant of Power which on the Friday, featured Lotus road cars.

The last issue article about con-men prompted a little comment on big scale stuff, mostly the RAE models 1:8 scale Lotus 18 (totally unconnected from the Sommerin article Ed) . However, I received images from Jim Marsden in the USA and

from Lothar Hermstädt in Germany and so I have featured the model as it is quite significantly interesting which leads me to another point. It isn't easy getting some people to open up when I quiz them about Lotus models past and present. The Lotus 18 was produced by R.A.E. Models and I understand they retain masters and moulds for lots of models including some early Tony Bellm stuff . I have made direct enquiries but so far without bearing any fruit. The thing is, RAE now have a large interest in producing display cabinets and bespoke exhibition equipment for corporate clients and they are extremely busy to fuss about the stuff that interests us. Similarly, it is very difficult to get much information from Studio 27. More later.

Paul Mumby has provided an update of his resin Lotus 63 in 1:20 scale, that is going to be a kit worth waiting for. No costs are advised as yet. More Later.

I try to bring a level of variety to Kit Lotus and this edition is no different. It is a tad late again but my summers are taken up with work of course and the annual classic car rally I organise. That is finished now so it is full steam ahead on modelling and for this Lotus offering you need to flash back to Volume 7 issue 4 and look at the paddock runabouts for Ayrton Senna and Elio D'Angelis before forwarding to page 6.

Next, the quiz of the week. Who can identify this crucial Lotus component?



You have maybe two or three months to decide whilst the model is built. Answers please, not on a postcard.

CPOP - Cholmonley Pageant of Power

The eighth running of the Cholmonley Pageant Of Power took place in mid-June and even though I only live a 90 minute drive away this was the first time I had attended. With the event taking place over three days I went on day one, the Friday. The reasoning behind that decision was simple as on that particular day Malcolm Ricketts, through his association with the Historic Lotus Register, had organised a parade of every production Lotus from the Mk2 through to the latest Evora.

The Cholmondeley, (pronounced Chumley,) Pageant Of Power, (hereafter known as Cpop,) is run along similar lines to the Goodwood Festival Of Speed although is in no way that Festival's poor relation. True it doesn't yet attract the really big names, but is a fabulous event in it's own right and set in a stunning setting in East Cheshire

The Cpop track is very fast but also very narrow, only 3.5 metres at it's widest. From the start there is a bit of a jump over an unbelievably narrow bridge and then onto the fast straight at the end of which are two tight left hand bends, almost a hairpin really. Following this is a second straight with this one having a chicane in it then it's a dab on the brakes for a left. A quick right followed by another sharp left over a second bridge brings the finish, with the quicker cars arriving in just under 60 seconds. Fastest time over the whole three days was 58.34 by a Force PC hill climb single-seater. Friday was just practice day though and through the speed trap a Metro 6R4 was quickest at just over 129mph



Well spotted, not a 6R4 but the Lotus Mark 2, what is not to like

Vintage and modern cars both for racing and road use, supercars, rally cars, bikes, sidecars all took their turns on the 1.2 mile track. In the very friendly open paddock was just about every make of automobile you could think of, I've never seen so many McLaren supercars in one place for example and plenty of beautiful Ferraris. I won't go into details of these scarlet cars for obvious reasons but you have to admit that the Italians really know how to do styling. Jet ski racing was taking place on the lake and aircraft flying overhead. On the Sunday the only surviving AVRO Vulcan bomber was due for a flypast on one of it's last ever displays before it is grounded for good. This would have been a sight to see as it is said that it goes dark when overhead!



Trade stands were on the infield but as seems the trend these days at these sort of events not many selling models. In fact there were only two, both with just die casts, not one kit between them. There was a nice model in the paddock though. A large scale Bentley, maybe 1:4, standing alongside the actual full size car.

Fancy a Caterham 7 but can't afford one? How about hiring one then, two days for £300. Reasonable? Pricey? It depends on your pocket I suppose but either way a lot better than the £850 for a two day Lamborghini parked next to it!

The ex-Martin Donnelly Lamborghini engined 102 together with types 6, 18, 22, 30, 41, 47, 58, 69 and the famous DAD10 Elite racing cars sat alongside Ferraris, an ex-Barrachello Jordan F1, F5000 and T70 Lola's and even the 1965 Chaparral 2A in the paddock waiting to take to the track, whilst lined up on the cricket pitch in front of the Castle sat the production Lotuses. There were some absolutely gorgeous cars on show and for me this was the highlight of the day



CPOP—continued

The original Mk 2 received a lot of attention from the crowds and rightly so. Malcolm Ricketts beautiful Mk9 which had been raced in period by Dick Steed and was one of the earliest Lotus cars to be fitted with a Climax engine. Clive Chapman's own yellow Mk11 was there driven by his sons in the parade. This car is in fact a bit special as it was the only road car ever to have been actually bought by Colin Chapman. He spotted it in an auction in 1970 but the car had rested in the now famous Lotus Piggery for years until fully restored by Bob Dance a couple of years ago and is now fully road legal. As much of the original as possible has been kept, with all the bodywork, the wiring and about 95% of the chassis. There was an ex-works rally Esprit, complete with skis on the top - very 007ish! I didn't even know Lotus Cars had had a works rally team. There were a few early Elans there as well but three of them were a bit special



The Ian Walker Racing Elan with a Williams & Pritchard body and a beautiful pale blue Shapecraft Coupe were two of them. The third one that needs a mention was an Elan BRM. Not many of those around these days with the Bourne tuned Twin-Cam, but looking really good in the BRM colours of dark green with orange bumpers. Behind it was an absolutely stunning blue Type 14 Elite that must have been to concours standard. Later Elites, Eclat, JPS Esprit, Elise, Exige, IV, Sevens, Elan+2's, Cortinas.....there must have been over 30 cars there.

There were also a couple of other vehicles on site, neither of them a Lotus, but still worth a mention. The "Flying Millyard" was a twin cylinder 5litre motorcycle. Those two pistons must have been like buckets going up and down. Or how about a 42L Bentley - yes, that's forty-two litre! The V12 engine was taken from a WW2 Torpedo Boat and fitted into the longest car chassis I have ever seen in my life. That woke up the sheep three fields away I can tell you.



I could go on for pages but suffice it to say that the Cpop event is now going to be an annual pilgrimage for myself. Beautiful grounds, perfect weather, all things automotive and a gently sloping bank overlooking the track with a bar and hog roast at the top. What's not to like.

Below:

Perhaps could do with a bit of 'T' Cut to polish out those odd marks or two!!



RAE 1:8 Lotus 18



Rob Walker—Stirling Moss 1961 Monaco winner

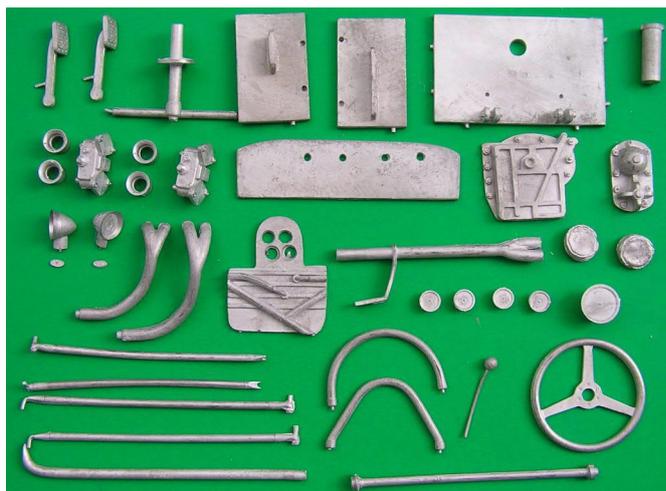
The 18 run by Rob Walker was the first ever world championship win by a Lotus in the hands of Stirling Moss although both Innes Ireland and Jim Clark won non championship F1 races in the 18, Team Lotus had to wait for the 21 to claim their first world championship Grand Prix win.

A kit of the 18 in this big 1:8 scale is therefore a significant model. RAE produced a few 1:8 cars but this their only Lotus. The Kit is a curbside model but will produce the Moss, Clark or Ireland cars. Rob Walker used the Colotti gearbox and the Team cars used the Lotus Queerbox, Both versions are in the kit as are inboard rear brakes for the Team cars and outboard rear brakes for the Walker car.

Clean up.

Of course handling the model after it is built will need care, and the resin tyres have screw threads cast into the resin, ideal for using as screw fixing on to a base.

The white metal components look to be a reasonable cast but do need some fettling. However, being this big means they will easily clean up and lend themselves to the odd bit of super detailing.



White metal components big enough to add detail

A set of easy to understand instructions go with the kit but when modelling this size, research is a must because of the better opportunity for detailing.



Although a big kit, the main body/chassis unit is cast in resin. No mean feat for this size but both items look well cast and appear to be drama free with the exception of a couple areas of flash to

The boxy shape of the 18 and acres of bodywork really means whichever version is chosen, attention to detail, especially paint is a must but the reward will be immense, a centre piece of any collection.

The big decision however would be which one to build? Moss, Clark or Ireland?

Probably the most well known would not be the pure 1960 Rob Walker version with rollbar but with side panels, and, sorry Jim, whilst the 18 gave you your first F1 win at Pau, the build would have to be the most iconic 18, that of Stirling Moss 1961 without the side panels.

Sir Clive Sinclair and the 39 Steps

Of late, the subject of 3D printing has featured regularly in Kit Lotus so when I saw this particular model for sale on the internet, the subject reared its head again. However, the decision to bring it into my collection revolved mainly about the story in Vol 7 Issue 4 which featured Ayrton Senna riding around the Silverstone paddock on a JPS liveried Sinclair C5. My thoughts were this could look quite cool and would only be a quick fix, maybe. The photograph of this 1:10 scale model looked ripe for a conversion, money paid, parcel delivered.

Eager anticipation turned to a little dismay when the package was opened and prompted the link to the 39 Steps.



As previously identified, 3D printing is effected by a series of resin layers injected through the printer head laying down each level in a series of steps until the finished product is printed. Quite naturally I'm sure, the more cash you hand over for your printer, the finer the print. It seems so logical. Judging by the surface finish on the C5 model, and who am I to judge says he who doesn't own or aspire to 3D printing, this model has been printed on one of those lower budget models hence the size of the steps – approximately 39 of them on the lower body side panels.

The point of any JPS replica is a shiny black surface from which to start and yet the ridges on this surface were almost enough to use as a washboard in a skiffle band. But, all credit to the maker who has set to and produced the model

What to do? Lurking in the model box was a tube of Humbrol model putty so old it still had the Beatties price ticket on it. Unperturbed by this, I started to layer the surface of the C5 with coats of putty having decided this and lots of sanding will be the only way the C5 would morph into anything resembling a smooth surfaced model. Layer after layer was applied and sanded back to almost nothing but sure enough on or about the fifth application the body line started to become smooth. At this point came the rattle can and a coat of Tamiya fine primer highlighted the surface imperfections and signalled the switch down from 600 grit to 1200 grit. More rubbing, smaller applications of compound followed by more rubbing and more primer until I was satisfied the body would take the black paint and give me a reasonable black shine.



I used Halfords black gloss interspersed with further flattening back with 2000 grit paper under a running tap. The final coat was very good, so pleased was I that I declared the model ready to accept the JPS livery.

Another raid on the parts box revealed a set of Tamiya 1:12 Lotus 72D decals, ok so not the oatmeal colour in use by the time Sir Clive Sinclair foisted this transport revolution upon us but sufficient to capture the essence of my intentions. Using the various panel lines, I devised how I would cut the decals to fit on the C5 front panel then when ready, I dipped the decals into water and reached for the decal fixing fluid. Undo the bottle, dip a brush and apply to the body, OMG!! It was decal repair solution not decal fix and it was just like applying brake fluid to the paint. Curses, curses, that will teach me for not checking the label, both bottles have blue labels, what an idiot!!

C5 continued

Back to the rubbing paper under the tap, re-mask and re-paint, don't be so stupid this time but the upside is the black paint finish is better than before.

The story so far is to the right, I need to find an Elio or Ayrton decal, do something about those wheels and the handlebars!! And give it a polish.

As for the 39 steps, they are nowhere to be seen, just like the rest except for the seat area to give it a hint of authenticity and in case you are wondering, the 39 Steps was a 1915 adventure novel written by John Buchan.



BoS Lotus Elevens



An excellent paint finish, realistic wire wheels and good decal placement are a feature of the BoS Elevens.

The other two versions are actually the same car— 9 EHX—from two events. The 1956 Le Mans version driven by Chapman and Mackay-Frazer followed by the 1957 Mille Miglia version.

The three models look really good and will bring a touch of history to any Lotus collection. Expect £100 or so.

BoS models have begun producing lower cost resincast, no doubt with some help from Minimax but who cares? These 1:18 scale models are very nicely detailed and come in just shy of £100 a pop.

Three versions are available from three famous venues. The Lotus XI was designed as a road/race car but the efficient Frank Costin aerodynamic body turned Colin Chapman's sight toward record setting and so this slippery, enclosed cockpit version driven by Stirling Moss at Monza in 1956 to several Class G (1100cc) records including a top speed of 135mph.



Kit Lotus News.

Don't forget to visit the new section of the website - the easy to use archive of Kit Lotus volumes 1 and 2. To find the archive select the Affiliate Zone from the Home Page by using your password. Still to come, volumes 3 and 4 in the same format but they are still available as links from the same page.

Chris Doube MFH Lotus 79 1:12 scale



We have followed Chris Doube's build of the Model Factory Hiro 1:12 Lotus 79 with keen enthusiasm having sampled his excellent work in previous issues of kit Lotus. Chris has sent the final pictures which reveal yet again a well built model that would grace any exhibition. Chris lamented the poor fit of some of the parts supplied in the kit, requiring significant re-working to ensure any chance of a reasonable fit (not an uncommon occurrence with these kits given the experience of other modellers as well ... ed) which is a disappointment considering the fabulous detail that goes in to the kits in general, so much so that Chris commented that Hiro must have hired Bob Dance as the engineering consultant and Jeremy Clarkson for the panel fit. Chris has put in a magnificent and should be very proud of the result despite the less than optimal panel fit of the top bodywork.

MFH Lotus 77-1:20 scale update



Slow going on the Lotus 77 project and as previously mentioned the suspension is very complex and as it is exposed will form one of the focal points of the model.

At this point I still have to fix the front anti-roll bar but I left that off for now as it lies underneath the monocoque and is a bit too exposed to risk during the rest of the build. I'll fix it as the build nears a conclusion. I broke one of my rules not to start another model during a build to get the C5 prepared hence the not much progress on this but at least the front suspension is fixed now.

Jamark–Lotus 92

Jamark is a specialist supplier from the Czech Republic producing hand built models of previously un-modelled versions using donor kits. Working in 1:43, they have taken the Tameo Lotus 94 as the base which after much modification ends up as a Lotus 92 or Lotus 93.

Despite the many variations of Lotus models available to us today, there will always be one or two missing and if you really want one, get modifying or, dependant on the scale - 1:43 in the case of Jamark, get someone to modify for you. Not a particularly successful F1 car, nevertheless it is just as important



Their Nigel Mansell Detroit car needed the complicated rear wing assembly from the 93T fitting to his Lotus 92 chassis and Jamark has captured it very well. Scrubbing the tyres has added a little more realism but the aftermarket will have to help with the tobacco advertising. Available from Grand Prix Models.

to Lotus collectors. I never expected to see such a model when I took this picture in March 2011 in the Donington Collection. But then I hadn't reckoned with Jamark or our own Peter Pedroza whose work readers have seen previously.



Peter's 1:20 scale Studio 27 version built for Greg Thornton

Studio 27 Lotus C-01 Motorcycle

Once upon a time in 1995, a new model manufacturer was born named The Gilles Company Ltd, set up to make models but particularly models of cars driven by Gilles Villeneuve, legendary Canadian F1 driver whose meteoric career rise was cut fatally short when he died at the wheel of his No. 27 Ferrari. In his memory, the company brand became Studio 27 and its products go out in Italian Red packaging. That's about all I can glean about the 20th birthday of one of the industries leading exponents of scale models— so secret are the celebrations virtually nothing appears on the company website celebrating the 20th birthday. Nothing that is except a special model chosen to be the anniversary model. Not a blood red Ferrari, not even a car but a motorcycle which the makers hope will become just as iconic using the famous Lotus name and appearing in the British Racing Green livery of Team Lotus.



The bike which resembles the retro styling on the café racer is available in the British Racing Green of Team Lotus, black and gold in the style of John Player Team Lotus and in the Martini Stripes of the late 70's early 80's vintage.

In true Studio 27 style, the 1:12 scale kit is offered as a multi media in terms of the component mix but only as a curbside with no mention of the detail lurking under the fairings which are intended to put this 200hp machine into the super bike bracket.

Designed by Daniel Simon who recently worked on the Bugatti Veron project, the bike has a 75° Vee Twin power unit of 1195cc and boasts a titanium and carbon fibre frame. The makers are a collaboration between Kodewa and the Holzer Group based in Germany and they describe the Lotus C-01 as a

“hyper-bike” with integrated racing technology. From our point of view, the kit is Studio 27's usual well cast resin that forms the majority of the outer panels on the bike with some metal. mainly suspension parts included. There are also some neatly machined items and clever detail including the carbon fibre decal treatment more evident on the black and gold version.



In choosing a kit for their 20th Anniversary to go in their bike range, Studio 27 appeals to both Lotus fans and bike fans. Plus, in offering three liveries it would be a hard initial choice which one to buy that would inevitably lead to some buyers taking all three.

Where does it sit with Kit Lotus? Well probably, very striking subject it may be, but at £180 there are lots of Lotus kits, diecasts and slots in that area which would be more significant to a serious Lotus model collection. Unless of course you have all or most of them already, in which case these may be a defining addition. It also depends on how pure your Lotus collection has to be. The bike would definitely fit into a more eclectic mix but it has the same overtones as the current Lotus formula one cars.

Whilst it is great to see the Lotus name in both cutting edge worlds, Lotus model collectors must make up their own minds. The models are truly stunning in appearance, different to most current motorcycles and certainly a would be talking point for any collection. But are they really Lotus?



Paul Mumby—1:20 Lotus 63 update



Paul has updated me on the progress of his 1:20 scale Lotus 63 and confesses that the closer the project comes to the end, the slower it also becomes.

He has completely re-worked the monocoque that will lend itself to having a lift off engine cover leading to further detail. Paul will offer seven, yes that's seven versions of the car including French/British/German/Italian/USA/Canada and Mexico. There will also be various nose cone variants as well.

By August, Paul will have a new Vacuum Forming machine ready , he has already completed the windscreen plugs.



Detail pictures

At Kit Lotus we have amassed lots of detailed pictures of many Lotus vehicles and they may often be useful to modellers and kit builders alike. We are happy to share and will from the next issue have a detail picture page of a specific Lotus. However, if you have a need to research a model we may have what you need. Email a request, we might have it.

Lotus 72 rear upright

Letter from Ian Townell

Printing out June's issue of Kit Lotus I was immediately taken by the Hethel based B24 Liberator, its association with CTL and John's thoughts on events of 70yrs ago. Sentiments I'm sure we all share. In the same vein I visited Goodwood on 21 May (Dunkirk Day) for a Classic Car Track day, and to my spine tingling amazement witnessed not one, but two twin seat Spitfires circling above the circuit. Even more amazing later in the day one of the Spits took off, lifting to the sky with what seemed like inches to spare just in front of me as I was at the wheel of an E type Jaguar entering St Mary's Corner. I had to enjoy the moment, no camera of course, so slowed down enough to take it all in. It's not every day you get buzzed by a Spitfire – awesome!

"Not Lotus" I hear the cry, but the main reason to be there was to get behind the wheel of a Mk1 Lotus Cortina, 15 minutes earlier I'd finished some spirited laps in the Lotus not the Jag! So with some modeller's license, a few pieces of coloured card, a 1:43 Minichamps Cortina, a spruced up old Revell Spitfire, a couple of minutes to set up and the "what if" memory was created. Iconic cars, iconic aircraft, a glorious sunny day at Goodwood, 75th Anniversary of Battle of Britain, and of course Jim Clark's 50th Indianapolis & World Championship Anniversary year - certainly a day of memories.

A week later, another reminder of the time, I was (not quite) buzzed by a Douglas DC3 Dakota in the D-Day markings appearing over the trees heading down the Dearne Valley. Half expecting airborne troops to leap out I had to slow to take in the moment, again no camera, but I was driving a Lotus – taking my Elan S4 on the local country roads; now where can I get a Revell Dakota



Looking back on the article about the Lotus motor-cycle and how the name can sell the product, how about this one? Advertised as a wooden Lotus. If you can identify which Lotus type this is please send your answer on a postcard!! Vendor? Ebay.



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