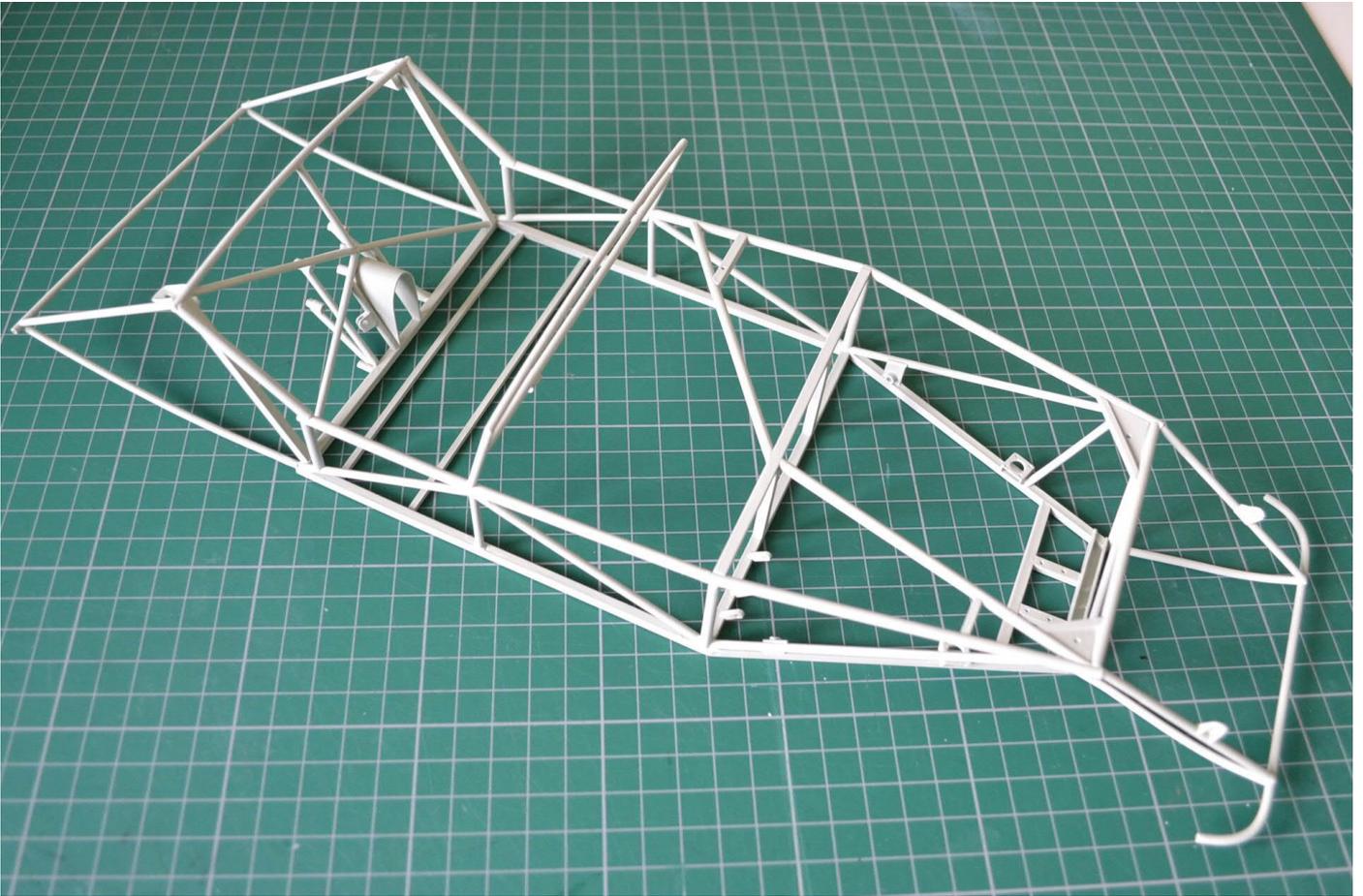




KIT LOTUS

Volume 8 Issue 5 October 2015



Lotus XI chassis 1:8 scratch built

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Bobby Unser defies gravity

Photo- -Collin Schostak

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

We are over two thirds the way through Volume 8 already with yet more new articles about our favourite pastime of collecting, building, racing and displaying scale model Lotus.

In this issue, being at the back end of a somewhat insipid summer, there is still little action on the model building front but plenty of looking and researching going on with real car events and visits. Our second trip to Potash Lane this year came and went, each one different from the last with plenty of opportunity to get close up and photograph all the 'flick flak valves and splurge pumps' we need to make our models both a little more realistic and a little more challenging. As we get more engrossed in our subject, the creativity seems to expand and our cover pictures this time reflect this phenomenon. Peter's exquisite 1:8 scale Lotus XI chassis and Gary's gravity defying Unser Lotus 23.

Which brings me to one of the key articles this time. Gary David sent me pictures of his award winning Lotus 23 diorama from this years LOG (Lotus Owners Gathering) along with his account of the event itself and whilst looking at the Facebook photos came across another Lotus that never was but perhaps should have been. Bob Hertzog's stunning Lotus Cortina Estate, imagine how tasty that would have been – I decided to feature it because I really think it looks the part. Neither is it a slouch, it boasts a 1700cc tall block twin cam with a five speed box, a far cry from its humble 1965 beginnings with a massive 1200cc engine.

Always pleased to promote those who take the time to build special Lotus models because there is always someone to buy them. GRIP from Portugal are featured this time, they build – unsurprisingly – models with a Portugese theme and of late they have used the Lotus Elans of our friend Roger at Axel-R.

The MFH Lotus 77 seems to be making sense now but completion is still a good few laps away, having said that I'm happy to report on progress and also to comment on our wellbeing as model builders. If you are hallucinating at all, have strange stomach cramps and your teeth and hair are falling out – no change there then – just be aware you may have lead poisoning, more to read later.

Hans Nordstrom Finland has kindly offered me a critique of the BOS v SPARK Lotus XIs featured last time with an interesting comparison. I also report on snippets of Lotus model news, new detail parts and as promised, I've included some detail pics of a Lotus subject that may assist your model building and research.

Peter continues to amaze us with his engineering skills. He is currently working on a rolling chassis of the Lotus XI in 1:8 scale and has captured the space frame superbly. His De Dion rear axle and the diff with inboard disk braking arrangements look like they will easily work once he has cracked the scale fuel. A progress report is still a while away but here is just a glimpse of what we can expect.



Kit Lotus is approaching it's 50th edition. All because enthusiasts have made it happen. You keeping reading and I will keep writing. Thank you for all the articles.

Photograph by Mike Rogers, Driven Imagery

Words of wisdom or just common sense?

Is There Lead In My Miniature?

Across the miniatures hobby there are a wide range of metal models in finished, unfinished and kit form. Unless you have purchased a model specifically labelled lead free or you know the metal your model is made from (pure brass, copper or lead free pewter) your model may contain a proportion of lead. This can come from solder used to hold the model together, or from the alloy (mixture of metals) from which the model is made. White metal alloys can contain lead unless they are labelled as lead free. Wherever possible purchase models which are labelled lead free.

Antique pewter miniatures may also contain a proportion of lead. Lead also is found in lead shot and fishing weights, which may have been used to balance small handcrafted miniatures.

Are Lead Based Alloy's Safe to Handle?

Lead enters the human body through ingestion or inhalation. It doesn't travel through your skin, but lead left on your hands can transfer to food and into your mouth if you don't wash your hands after handling unpainted miniatures with lead content. Lead dust created by filing, trimming or drilling metal models can be inhaled, or may be ingested after the dust settles on objects you handle or on your food.

Once sealed and painted, lead based miniatures are safe to handle. You should ensure that metal models are not accessible to or handled by children who may place toys in their mouths. Make a practice of washing your hands after any sessions of play involving handling of metal models, even painted ones.

Working Safely with Metal Models

To ensure you do not inadvertently contaminate yourself or your family with lead, there are some safe handling practices you should follow when working with metal models (or lead based alloy gaming figures).

Safety practices to follow with metal models:

Lead presents a much larger danger to young children than it does to adults. Pregnant women, breastfeeding mothers and the parents of toddlers should postpone working with lead based models (just in case we have some female modellers) until their children are older.

If the alloy is not directly labelled as lead free, assume it may contain lead and handle it with appropriate precautions. These precautions are mainly methods to reduce the amount of dust, and to ensure traces of lead are not transferred to food or items which you might place in your mouth.

- Keep all unpainted metal models away from children. Allow children to handle painted metal models only if you are certain the child will not place them in their mouth. (this includes old or vintage die cast cars, boats and vehicles).

- Work on unsealed metal miniatures in a dirty area removed from the living areas of your house. If metal miniatures are your main interest, ideally this area should be kept locked when not in use. To reduce the possibilities of contaminated dust, work in a cleared area where everything other than your unfinished metal miniatures is behind closed doors. This will make dust clean up easier. If you will be handling a limited number of metal miniatures for finishing only, you can create a workspace in a large cardboard box on a worktable well away from your living areas. Line the box with plastic, and keep all your activities with metal confined to this space. Remove and dispose of the plastic and any waste after each work session.

- Wear protective clothing (old clothes, coveralls, gloves) which can be removed and left in the dedicated work area.

- Never eat or smoke in the work area, wash your hands thoroughly with soap or an industrial cleaner after handling metal miniatures.

- When modifying or cleaning metal models of flash, especially when filing or drilling, set up a fan which will blow lead particles away from you while pulling in fresh air from behind your work area. Ideally, work in an area with an extractor fan.

- Use a mask and gloves when filing or drilling. Clamp your metal miniature in a vice and wet the metal before working with knives, files or drills to minimize dust. Use hand drills to minimize dust particles.

- Wipe down and clean all work areas and tool handles with dampened, disposable paper towels and soap after your work is finished. Do not vacuum (you may spread the dust). Keep any metal traces, dust and contaminated cleaning supplies (dirty paper towels) in a sealed garbage bag and dispose of them through the appropriate disposal system. (in other words don't put them in your household waste bin)

Wash any clothing which has been in a lead environment separately from your regular wash, and run the washing machine through on a cleaning cycle (with soap) before washing your regular clothing. (This is why you use a set of coveralls or old clothes over the clothes you wear, to minimize the dust and possible contamination of your clothes with minor amounts of lead).



Classic Team Lotus visit September

Visits to Classic Team Lotus are becoming like a fine wine, they mature each time into something different than before. Our latest trip just a few days ago was one such trip. It all seemed a little less frenetic this time with most of the cars on show for us in a more complete form than we sometimes see. Having to climb over Mario Andretti's gearbox to look at Graham Hill's Lotus 49b has been a typical scenario but this time, order seemed to have broken out. Maybe a lull before the storm as the season stretches ever longer but all appeared a little tidier than usual.

It is difficult to say that was the highlight or that was the highlight such is the provenance of every car in the workshop. However, proving very popular this time was the continuing rebuild of the Lotus 12 nestling close to the Innes Ireland Lotus 21 and the brace of 25s looked after by CTL on behalf of their owners. Both immaculate despite having just returned from Goodwood and from Spa.

Steve Allen and the apprentice Tom took the party around the workshops and yes we have heard some of the anecdotes before, but there is always something new. Whilst discussing the Lotus 81 Steve told us how Nigel Mansell had been his table tennis partner at lunchtimes during the time before becoming an F1 pilot that Mansell worked in the engineering team at Lotus.

The blue dye sweets delivered by Ayrton Senna and gratefully gobbled up by unsuspecting Lotus mechanics never fails to raise a chuckle.

In Club Class—that's the workshop with windows—Andrew Beaumont's Lotus 24 was being fettled next to a Lotus 16. We didn't get the provenance on this one but I'm sure the chassis plate said 901 and on the dash is a signature, that of Jim Hall.

The Jack Ickx Lotus 72E was being prepared for running at Dijon on October 4th and the Lotus 49B driven by Graham Hill to victory in both the 1968 and 1969 Monaco Grands Prix. This car has been driven by three generations of the Hill family and whilst it has had some exterior restoration, the cockpit, right down to the grey paintwork is original. This seat was sat in by Graham, he used that very steering wheel and operated that very gear lever. History doesn't get any better than this.



Historic Lotus 12 being returned to its original state

Part of the Classic Team Lotus collection is the original Lotus 12 prototype presented at the 1956 Earls Court Motor Show and complete with original wooden gearbox—now lurking under the shelf—and destined never to race. CTL or more accurately Bob Dance, is restoring the car to a running exhibit. Not intended for any racing, CTL decided to retail the original spaceframe complete with original paintwork.



Immaculate rear end restoration detailing the De-Dion

Created for the new 1957 Formula Two Championship for 1500cc un-supercharged cars, the Lotus 12 became Colin Chapman's first Formula One car in 1958, witnessing the start of a two decade charge to 7 World Champion Constructor's accolades.

As a collection car, work does take second place to work on the customer cars, those that race as a living museum and which boast a remarkable reliability record reflecting the preparation that goes in to them from the CTL mechanics. Things must be calmer in the workshops, I noticed the panic button had gone!!

CTL visit continued

It isn't every magazine that can boast one of its readers has won the Glover Trophy at Goodwood five times on the bounce, but kit Lotus can. John Bowers Lotus 25 driven once again by Andy Middlehurst took the spoils followed by a third place at Spa. Incredibly, just a couple of days later it sits in the CTL workshop looking as if it has just come from a museum such is the standard of finish and preparation. The 25 is always a popular model with modellers which is why I have included some detail shots of the real thing this time. The fact it is parked by the other CTL prepared 25 and the US GP winning Lotus 21 reinforces the history oozing out of the workshop.

Speaking of history, both of Chapman's front engine racers were in the workshop. A Lotus 16 is undergoing some preparation work. Now, correct me if I am wrong but that looks like Jim Hall's signature on the dash.

The complexity of the 16 is evident in this picture.



In the archive room lurks the Lotus 49B—strange



item to find in an archive - driven by Graham Hill to victory at the Monaco Grand Prix in both 1968

And 1969, it was also driven by Mario Andretti and Emerson Fittipaldi when they made their Team Lotus debuts in formula one. In keeping with other Classic Team Lotus cars, the interior paintwork is kept as the original. The cockpit of this 49B remains as driven by Graham, it has also been driven by both Damon and Joshua Hill, three generations in the same car.

A newcomer to the workshop is the Lotus 81 currently being worked upon. Currently sporting JPS livery, how



about a turn out in Essex blue?

It is hard to single out one particular car that stands out when visiting the CTL headquarters. Should it be the Lotus 21 for sealing the Team's first ever World Championship Grand Prix victory?



We all have our favourites but the choice is hard especially when you see what is presented for us to look at. Visiting CTL is a unique experience, only a small group is allowed on each works tour but each group is shown around by enthusiasts and I think that is the key feature. We are all interested. I have noticed though that always there is a car blocking the main entrance and because they know Kit Lotus are coming, most of the cars have the wheels removed!!

Bos v Spark review by Hans Nordstrom

As with every Kit Lotus issue I get some great feedback from readers. My short feature about the BOS 1:18 scale Lotus elevens generated this review from Hans Nordstrom in Helsinki

"I happen to have both the BoS and Spark 1/18 models of the Lotus Eleven, not the same models, but close enough to come to the conclusion that the BoS models might partly have been copied from the Spark/Minimax ones, but most likely without help from Minimax, in my opinion there are too many differences here for that?

A quick look gave me the following result:

- Without dismantling the models it is very hard to say, but my guess by knocking on the bodies and feeling them in my hand the BoS might actually have a metal body instead of a resin one in the Spark?

-The bottom plate in the BoS is fixed with 4 screws and plain, while the Spark with three screws and also have an oil sump moulded in it!



The colours are quite different, the Spark a bit "too Emerald Green", while the BoS quite close to the darker green Lotus might have used in those days. When I painted my real Lotus Elite a dark green, the colour Elite guru Miles Wilkin's said Lotus used in those days was BMC's Spruce Green, but even if this colour might have been correct for an Elite, it might just have been that Colin just had found a batch of cheap paint, when the Elite's were made, and he earlier could easily have bought some other cheap green colour to use, this is a very difficult question indeed... I guess that the green shade I was looking for was the green the Elite's were painted with at Le Mans in 1959, but my memory is far from what it was in those days too!

- The red interior colour on the Spark also looks a bit too bright compared to the BoS more "leather like" one, but again just a guess!

- However there are a lot of small differences between them, the wires of the wheels are thicker on the BoS, and the truth might be just between them, as the BoS ones does not look all that heavy either, the windscreen mounting list looks too wide on the Spark, but it might also look more so as they are painted silver but green on the BoS, the steering wheel size maybe too small on the BoS but maybe right or slightly too big on the Spark (Somebody should measure a real one and tell what it should be in 1/18 scale to solve this problem), the Spark rear view mirror looks too thick, the gear stick mounting on the BoS has a small black rubber cover, while the stick in the Spark is fitted to a round metal plate fixed by screws all around the circumference, no visible slots in the plate however, forgot to check photos which one is the closer solution here, will do it later.....the Spark did not have a wiper, the one on the BoS way to heavy, just like usually with die casts!

Lots of small differences, but due to the colour and maybe weightier feel I think my preference is with the cheaper BoS one, which actually did surprise me!

Don't worry if you do not have time to respond, another time it might happen to me, and I am not producing an excellent magazine either....."

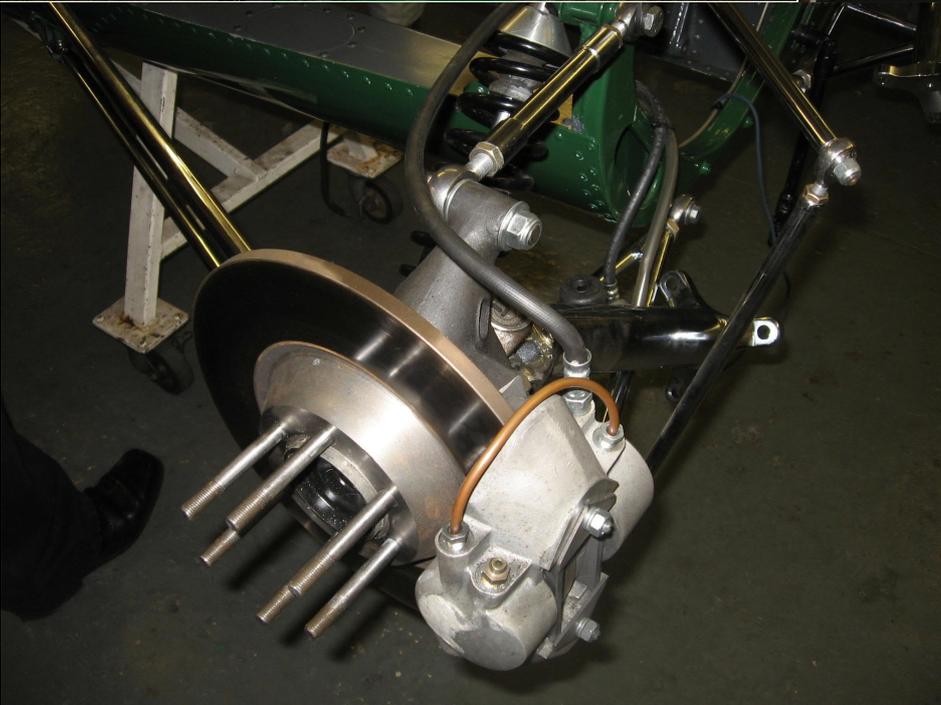
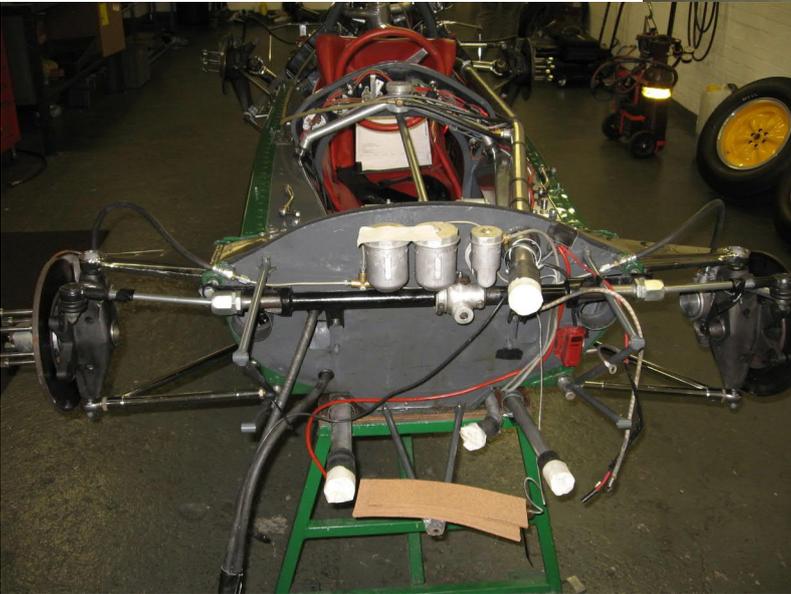


The picture on the left is the Spark Club version of the Eleven and the above picture is the Bos Le Mans version. Both fine models but at face value, it would be hard to split the two, almost down to counting the rivets but from Hans' critique, you might have to say that the cheaper option has the edge in value for money. OK so the versions are slightly different and we aren't comparing model type for model type but the overall comparison is relevant.



Lotus 25—detail

Photos—John Thornhill Collection



Bobby Unser defies gravity

August in the United States means LOG for Lotus owners, Lotus Owners Gathering now up to LOG35 and alternating between venues. This year Colorado Springs played host, some of the most stunning scenery in the world hosting some of the world's finest cars – in our opinion- and their owners of course and all lurking near to Pike's Peak, the most famous hill climb in the United States of America. Attracting over the years, the famous and the talented motorsport protagonists to its steep, foreboding slopes in an effort to be king of the mountain, fastest to the top on what became dubbed Unser's Hill following the first race there which saw the Unser brothers take first, second and third places. Fast forward to 2015 and the 35th LOG.

Held over 4 days annually, LOG moves to a different venue each time, I suppose it is difficult to please all US Lotus owners on this given the size of the country. Some owners leave their cars at home and fly, such is the distances involved. Kit Lotus reader Gary David and his wife Sandy drove their Esprit all the way from Macedonia, Ohio over two days and covering 600 miles the first day with a longer stint the second. UK owners will be trembling at the thought of a 1200 mile drive to an event and 1200 miles back, not least that it eats well into what a lot of us limit our classic cars to mileage wise. Our 3000 mile limit to ensure low insurance premiums would be a nonsense !! Besides if we drive that far we would be wet in any case!

Gary also enters the model competition at LOG being victorious 10 times including LOG35 and he sent me details of his 1:43 class winning diorama of Bobby Unser on the Pike Peaks hillclimb winning in his Lotus 23 in 1964



Photo—Colin Schostak



A couple of tongue in cheek questions spring to mind. Readers may have noticed that the scale Peak is a little on the steep side with Unser's Lotus 23 travelling so fast as to defy gravity. But as Gary points out, his model was displayed with a sign suggesting the viewer used their imagination when looking at the scale of the mountain, which, it must be said would be pretty huge even in 1:43 scale!! The other question being was Gary's subject a shrewd move or what? The guest speaker at LOG35 was none other than Bobby Unser himself, would it have been worth a wager on Bobby judging the competition? Hmmmmmm!!

Winning models don't just throw themselves together, a lot of time and effort went into getting it right then it all had to be packed up and flown to Colorado (have you tried to get a scale mountain plus you and the wife plus luggage for a weekend in a Lotus Esprit?).

The basis for the model is a sheet of Styrofoam built up with four levels. It was then worked with sandpaper and a hacksaw blade to shape. The track surface is a putty especially made for foam. Brown, tan and green spray paint lightly layered make the mountain surface. Spark provided Unser's Lotus 23, the two photographers are TSM miniatures and the starter is from Omen. Mr Unser was an unpainted driver figure from GPM. The top of Pike's Peak is well above the tree line so no shrubbery needed and the finish line banner was modelled on period photographs. Figures and the car were assembled at the venue. Lots of other things happen at LOG, read Gary's account for more details, sounds like a typical Lotus meet with typical Lotus meet issues.

Call goes to 14000 feet—Gary David

If it's late summer then it must again be time for the national Lotus meet. This year LOG (Lotus Owner's Gathering) 35 was being held in Colorado Springs, the third weekend in August. We would be driving Sandy's Esprit to LOG along with CALL's Ron Kall in his Europa. On Tuesday morning Sandy, Grover and I met up with Ron south of Cleveland and off we went. The directions were drive to Columbus and turn right. We got in about 600 miles on Tuesday until a down-pour pointed out the fact that Ron's new tires were not rain friendly. We quickly found a motel and dined on McDonalds takeout.

Next morning the skies cleared and we were off on the longer leg to LOG. We gained a couple of hours on the time zones and arrived at the host hotel around 5:00PM. After unloading the cars and getting settled in our rooms we grabbed a sandwich from the hotel and hit the sack.

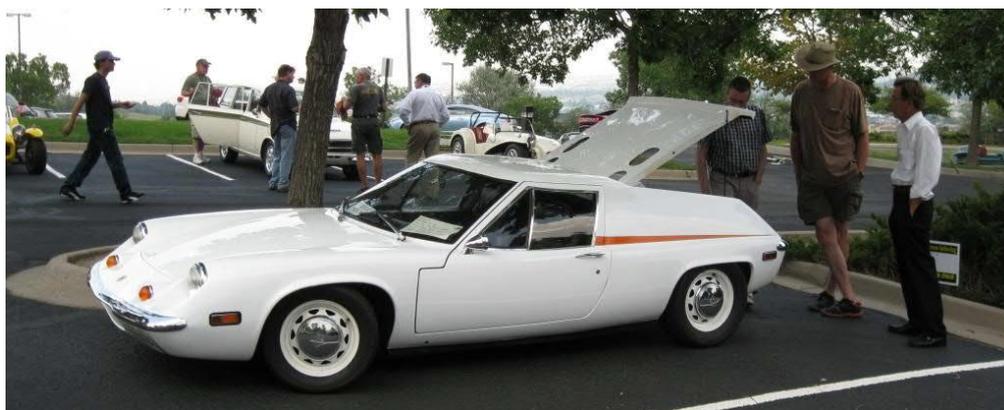
Thursday was spent sightseeing, a bit of shopping and visiting with other LOG attendees that we only see once per year. Once back at the hotel we gathered up CALL's Gordon Morris and a few other friends and had a great steak dinner at a restaurant that the hotel recommended and chauffeured us to. The host Marriot hotel was incredibly accommodating.

problems. Lots of suggestions, pulling of plugs and what not with no real progress. Finally I phoned AAA and had the car flat bedded to a local shop that came highly recommended. This put a damper on Friday as we had to sit around the hotel and wait for news.

The shop texted us a photo of the car's relay box full of peanuts and evidence of some small creatures nesting within but this proved not to be the problem. They stayed an extra hour trying to find the problem but eventually gave up. Friday night was the opening reception and lots of food.



Miniature Lotus 7 in the shopping mall



Ron's Europa

For Friday, I got up early to beat the crowd to the wash facilities and that was when the trip started to go sour. Sandy's Esprit has been bullet proof for 12 years, but that morning it was barely running on two cylinders. If you have to have Lotus problems, then LOG is the place to have them as the parking lot was full of people having experience with your car and its

We had shipped our model contest entry out by mail, along with a box of clothes as the Esprit can't carry enough. We had to touch up some paint on the contest entry, a somewhat scale model of Pikes Peak. This went along with the featured speaker, Bobby Unser, who still held the sports car record at the mountain with a Lotus 23. Our mountain featured Bobby in a scale model 23 approaching the finish line along with a flag waving official and a couple of photographers.



Call goes to 14000 feet—Gary David

Saturday morning Sandy and I hitched rides to the panoramic photo and after we returned I went out to rent us a car. Ron spent nearly the entire four days of the event, standing in the parking lot with the deck lid open and several people with their heads stuck in looking at his engine. Parked next to him was a really nice S1 Europa and another Renault car showed up at noon on Saturday. One interesting twist here was that the cars had assigned parking areas for the concours and everyone had their own spot marked with a sign. Lunch was served outside and while I voted on cars, Sandy mingled with Doc Bundy and Lotus USA's Arnie Johnson. By the end of the concours, Sandy had arranged to purchase an Evora from Lotus Cars. This went along with the very rare event from Friday night of Gary actually selling a car. A buyer approached me about our Elan project of the past 40 years and I threw out a price which he took. This along with her Esprit being sold will cover most of the Evora.

After dinner on Saturday evening Bobby Unser proved to be an excellent speaker. Not in the formal prepared speech mode but just talking with the crowd about Lotus adventures. He said that the first Lotus they got was fragile and a bit dangerous but it was FAST! Absolutely beautiful trophies were awarded for the concours and Ron took his first in class win at the national meet. I would not have been surprised if he slept with the trophy as winning at this level is impressive.

Sunday morning, very early, we gathered to drive over to the mountain for a drive up to the summit. Bobby Unser had planned on leading the drive but his back was acting up and he had to demure. Clive Chapman took over the point in an Elan and a massive fleet of Lotus vehicles headed for the summit. We followed the hoard in our rented Hyundai. Your author is terrified of height, and Colorado has saved massive amounts of money by not installing guard rails on the outside of corners with 1000 foot drop offs, so by the time we reached the top I probably should have been medicated. Gordon Morris, ex fighter pilot, said that the 14,100 foot summit was higher than he usually flew and I had to take his photo against the marker celebrating the summit.



CALL LOGgers at the Peak—Ron Kall—left then Gary and Sandy David and former RAF Fighter Pilot Gordon Morris on the right

Sunday evening's dinner brought the awarding of the remaining trophies. We won with our scale mountain in the small model contest and chairman Ross Robbins won the large model contest with a beautiful model of his Elan race car and a photo of the car to show how accurate the model was. Impressively both the large and small photo contests had double digit entries and awarded two trophies each. Dave Bean, Arnie and Clive all were on stage speaking with Ross and Richard Parramint in a Johnny Carson type arrangement. It was announced that next year LOG would be in Princeton New Jersey, the first weekend in August.

Monday we toured the Broadmoor hotel and several other local spots, Sandy managed a bit of shopping and we finally heard from the shop that the problem with our car was a broken ECU. We decided to drive the rental car home to give them time to finish the Esprit. Later we would have the car trucked home. Each day we waited was a day off work, which would help to pay for the extra costs incurred.

Ron left Monday morning and had a fairly uneventful drive and we left Tuesday noon or so and made it home before dark on Wednesday. Emily's husband Larry Woo helped arrange transport for our Esprit and a week later it arrived in perfect shape.

Get a GRIP

Portugal is the destination if you need some GRIP. A recent collaboration between AXEL-R from France and GRIP in Portugal has struck a deal for GRIP to produce handbuilt models of Portugese subjects based on the models manufactured by AXEL-R famous for Elans, 26Rs and various lower formulae Lotus racers.



Ernseto Neves was the pilot of this Elan at the XIV Circuito Internacional 1967 Villa Real

Looking very much like and Ian Walker Racing Elan 26R, this version was driven in the X Grande Prémio de Portugal by Mário Araújo Cabral. Both models are nicely detailed



MFH Lotus 77 update



The Lotus 77 is making slow but steady progress, more like 3 steps forward and 2 back each time a part is fitted. I don't know about you but no mater how many times you dry run a component, as soon as you apply adhesive it develops a minds of its own. Such is the technical skills needed to put one of these Model Factory

Hiro kits together. Looking back, it is only the second MFH kit I have attempted and there is only a small quantity of parts left to fit. That doesn't equate to having it finished sometime soon, it just means that each mating part has to accept the next. No mean feat on these kits.

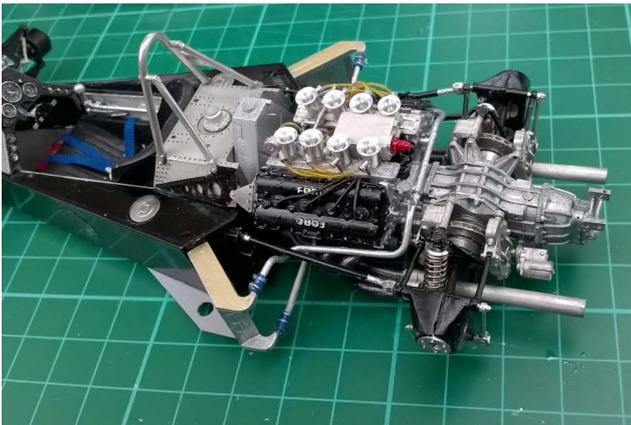


Lotus 77 continued

I mentioned being 2 steps back because of impatience—a deadly fault— after feeling pleased my wrestling match with the rear suspension had ended, I decided to dry run the wheel fixing. The fixing nut is contained loose within the rear upright and within the front hubs. The wheel fixing screws then pass through the wheel hubs before being screwed into the hubs. As I slowly turned the wheel fixings, they were acting as a puller, nicely removing the front suspension from the tub!! Stupidity equals doing something twice when once would have been sufficient.

I decided to take my own advice when I turned my attention to the tyres. I have never been keen on stencilling tyre maker's logos onto tyres, this kit is no exception, providing a photo etch stencil for the Goodyear logos. Anticipating disaster I turned to Wim at Bestbalsa kits and bought myself a set of his 1:20 scale tyre decals. Easily applied and a neat job.

Full scale kits with parts in multi media format are a challenge to your modelling skills and I am determined to have a finished item that won't fall apart each time it is breathed upon, which is why my fixing is done with two pack epoxy. If there is a tip to pass on using epoxy resins is to use plenty of latex gloves. I tend to use a fresh pair for every time I mix some of the epoxy. They are cheap enough.



Bits and pieces



Another interesting Lotus model release is this Lotus 69 of Japan's Ikusawa and representing his entry from the Pau Grand Prix of 1970. Released under the Ebbro label but with clear collaboration from Spark—it says so on the bottom. 1:43 scale.



Lotus 24s have become a regular subject from Spark, this Masten Gregory UDT Laystall entry from the 1962 British Grand Prix is another excellent offering from this prolific manufacturer. Under represented in bigger scales, the 1:43 Spark range of resincast 24s includes both works and non-works variants. Jim Hall's Monaco version is the latest and together with the Innes Ireland model, completes the UDT stable.

Whatever your thoughts on the diecast/resincast versus a white metal kit. Spark models have excellent quality for the money.

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