



# KIT LOTUS

Volume 8 Issue 6 December 2015



## Lotus 33—Tamiya Conversion

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race retro

INTERNATIONAL  
HISTORIC  
MOTORSPORT  
SHOW 2016

## Stunning Ebbro Lotus 49

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

Some very nice models to greet you in this latest edition of Kit Lotus and no apologies for most of them being green. The Lotus 33 and Lotus 49 are the stars from fellow Lotuseers with Peter Pedroza's Lotus 25 conversion using the Tamiya base and producing a very handsome Lotus 33.

49s are represented by Simon Parsons who offers his Ebbro Zandvoort replica for scrutiny and, I have to say I don't recall ever seeing a better build of a main stream model.

**Now, if I said** to you layer up some paper and shape it into a Lotus Elite you might look at me a little sideways. Hans Nordstrom sent me his incredible story of just that. More later but this is what moulding paper can look like,



**It is no doubt** that today's diecast market presents us with an incredible range of highly detailed model cars for those of us seeking instant gratification. I've featured a couple in this issue, Spark's Jim Clark 38 from the 1967 Indy 500 and the long awaited 1:12 scale Lotus 49 from Automodelli. Both are excellent models in their own right but there are some flaws. Maybe I am being a little picky because none of us are perfect but read on and draw your own conclusions. Don't let me put you off buying.

**Speaking of buying** Wim Van Vlasselaer of Best Balsa Kits has once again very kindly offered Kit Lotus readers a highly generous 10% discount on any Lotus product or BBK own brand product, over the Christmas period so get on to his web store and browse.

**This issue ends** Volume 8 of Kit Lotus, that is almost eight years, who would have thought it? Volume 9 will start on February 1st 2016 and that will

be the 50th Edition of Kit Lotus (including the Lola T70 special edition) and I would like to get some feedback and anecdotal thoughts on what it has done (or not done) for you, to share with fellow readers. It has meant a lot to me to get this far and I'm confident there is much more to come.

**A new volume** means another year which kicks off in February and Kit Lotus will be on the road again for the three days of Race Retro. As this issue reaches you, I will be busy planning the display and building new exhibition stands. Details of the event appear on page 7 but it would be nice to see Kit Lotus friends there once again and swap more Lotus model stories. Race Retro is rapidly becoming our premier exhibition and it would be great to share it with you.

**Detail pictures** in this issue are of the Lotus 97T, responsible for Ayrton Senna's first Grand Prix win and one of Gerard Ducarouges neat race cars. You may find the pictures helpful for building an MFH variant or the Fujimi plastic 1:20 scale and more are available on request.

**A big thank you** to North Yorkshire Lotus Owners Club and Ian and Celia Townell in particular for helping me in my day job. They provided their charity Scalextric set up for a work based conference of mine at Donington Park recently. It made a nice change to be able to bring a hobby to work. As a regular Donington visitor, I noticed Lotus 49C R6 is no longer on display but this very nice Lotus 16 was lurking in the Vanwall Hall.



## Lotus 33 conversion by Peter Pedroza

We'll start this one with a simple question. What do the Types 25, 33, 49, 72 and 79 have in common? Well the answer of course is that between them they won 6 drivers and 7 Constructors World Titles. With a plethora of 1:20 scale kits about these days I decided to build a set of all these cars. Over the past couple of years Tamiya provided the 25 and 79, Ebbro the Gold Leaf 72C and the JPS 72D. This latter company will also provide the 49B should the boat from Japan ever reach these shores. So to complete the set that just leaves the 1965 winning Type 33. This car is another of those few Lotus models that don't seem to excite manufacturers for some reason and, I'm probably wrong here, but I'm not aware of any kits in 1:20 which means I will have to build one from scratch, well semi-scratch!

The Type 33's predecessor was of course the 25 and over it's development period reached a D version before Colin Chapman decided to give the next chassis a new designation number. It was a natural

There were actually not that many differences between the types. On the 25 the internal monocoque sides were parallel from seat back to the instrument panel and then tapered in towards the front bulkhead whereas on the newer car these panels tapered all the way from seat back to pedal box. As well as being simpler to build it also made the monocoque even stiffer. The change from 15 inch to 13 inch wheels, first tried out on the 25's was carried over with the wheels themselves changing from wobbly bolt on's to six spoke knock off's.

These new wheels were necessary to aid brake cooling with the advent of an increase in tyre and therefore rim width. The only other visible change was a greatly cut down engine cover. Engine's and gearboxes were basically the same as before, the biggest internal change to the Coventry-Climax V8 being the use of a different crank-shaft although this did have a marked change to the look of the cars.



progression of the 25 though and the actual chassis numbers continued from where the 25 left off.



## Lotus 33 conversion continued

The original V8's used what is known as a Cross Plane Crank. If you were to look at one of these crankshafts end on you would see that the eight off-set connecting rod journals are set at 90deg to each other. Although this is the usual crank-shaft for V8's a down side to this design concerns the firing order of the engine and the pressures of exhaust gasses. To tune these pipes by getting them to the correct length is a pipe benders nightmare. If you have a Tamiya 25 in your collection just lift off the engine cover and look at the exhaust pipes. From the front of the engine look at the third pipe back and see how it crosses over to join up with pipes from the other side. This was unavoidable but of course gave the 25 it's very distinctive twin high level megaphones sticking out of the back. In 1965 a change from this original crankshaft to a Flat Plane Crank with the journals being at 180deg meant that the engine could now 'fire' as two 4 cylinder engines. This of course meant that the exhaust pipes could be much simpler, each bank having its own separate system and therefore they exited low down on each side .



So back to the model. The starting point for this 33 was to use the Tamiya 25. This provided the monocoque, engine and gearbox. The suspension from the kit was used as well with just a mod to the lower rear radius arm, the locating point being moved from the side to beneath the tub. Most of the work on the model concerned the bodywork. On the main body the windscreen was tapered lower towards the rear together with the bit of the body behind the drivers shoulders. As for the engine cover this was hacked about quite a lot, re-assembled and filled to

reduce the height and for access for the new exhausts but it is basically the same moulding from the kit. A new roll hoop was made and fitted together with new exhaust pipes and some extra engine detailing.

That then left the wheels and tyres. Anyone thinking of having a go at this conversion could do a lot worse than follow what I did. With having this 33 in mind for some time, I had been looking at another model in Tamiya's range of 1:20 cars, the 1965 Honda RA272. This has 13" six spoke wheels fitted with wider Goodyears. Trawling ebay as we do I spotted one of these models that had already been built but was in a bit of a state, so much so that the seller was advertising it as "for spares only", but at £10, a bargain. The tampo printed Goodyear logo was removed from the tyres using a cotton bud dampened with white spirit and the wheels themselves were so close to the Lotus design I decided to use them as they were but with the addition of some three eared spinners.

I thought at the start that this conversion would be a bit tricky but actually it wasn't too bad. The only downside to the finished model is that the suspension on these kits is a bit too "chromie" for me. I think it needs toning down a bit, but that's just a personal taste.

So, to complete the set all I have to do now is to find that ship with it's hold full of Ebbro 49B's, and probably a good starting point would be in the Bermuda Triangle! In the meantime if anyone wants the engine from the Honda to super detail, a transverse 1.5 litre V12, give me a shout via Kit Lotus, you can have it with pleasure.



## North Yorkshire Lotus Owners Club – 'bring your hobby to work day'

With thanks also to JCT600, P&P Racing, Slot Car Magazine and Halifax Race Centre.

Readers may remember last year our "Race for Charity" event at JCT600 Lotus in Leeds where amongst others was kindly supported by Kit Lotus, so it was a definite 'yes' when John invited us to run the Scalextric at a business conference (there is life outside Lotus!) to provide some alternative 'networking' entertainment for delegates and also use the event to raise some money for NYLOC's charity – Martin House Children's Hospice.

The event was held at Donington Park Circuit in the Ayrton Senna Room (nice Lotus touch) so after making a few arrangements Celia and I met John the day before to set up the room alongside KW Automotive from Rochester who were going to run race simulators. This was a bit of a coincidence as one of our supporters – Halifax Race Centre, had donated some simulator gift vouchers for prizes. Help was also enlisted for the day from Phil Hare of



P&P Racing (Diecast Models of Brighouse) as track marshall as well as donating prizes in the form of a Spark 1:43 Type 25 and a Lotus Renault Mug & Saucer set. Another coincidence – Phil had actually known John many years ago during stints of rally marshalling in the Midlands. Ric Woods – editor of Slot Car Magazine was our second track marshall and our technical PR with ideas for future magazine stories. As it was a business day we were restricted to racing during the breaks which allowed us time to walk the halls of the superb motor museum.

Using the Scalextric Evora Grid Force sets arranged in an extended figure 8 covering some 18' x 6' with delegates to donate for 10 laps to be driven as quickly as they could, the fastest 10 laps on the day being the champion to win a plinth mounted 1:24 scale Lotus Evora (which was also a R/C model donated by NYLOC). Entry tickets were then re-used for the raffle so everyone got a chance to win something. Delegates were, I must admit, slightly reticent as many thought Scalextric had long gone, some thought it more of a children's game toy, but many were eager to have a go which confirmed our decision to use some Scalextric high resistance and slightly



slower cars in the form of Audi TT and TVR Tuscan rather than the much faster standard Scalextric Evora GT4s. We also had a small display of Lotus slot cars alongside a selection of Lotus advertising material. Ric explained the ins and outs to delegates doing a few demo drives with a couple of classic slot cars as well as a lucky few nervously trying out the Evoras, one of which had been tweaked for some shattering performance. Ric's classics were rebuilds of a NINCO Porsche 934 and a Scalextric Ferrari 330P3/4 also suitably tweaked. In case you're wondering, not only did we have 1:32 scale Evoras, but delegates were given the opportunity to ogle and try for size a new Evora 400 – the latest Lotus supercar! Driven down in atrocious weather by Ben Allison from JCT600 Leeds, and nicely parked tantalisingly on view just outside the Ayrton Senna suite.

It was a very friendly atmosphere and after some spirited driving, even John drove 10 'nervous' laps, we had a winner on the day – Mr Mike Jones, who was presented with his trophy by John's Financial Director Mr Ian Skipp. Of course we were racing for Martin House and pleased to report that even though we only raced for about an hour in total throughout the day, in that short time we did raise £130.00.

It was a great day thanks to John and Futures Housing Group and their supply chain delegates.



## Meine Lieblingsmodell - by Hans Nordstrom

It never ceases to amaze me, the skill and ingenuity of modellers., especially those when faced with a puzzle, just get on a do something that truly results in something so creative. Kit Lotus supporter Hans Nordstrom from Helsinki sent me this picture of his "Lieblingsmodell "

Many years a Lotus fan, he owns at least three full size cars along with one of the world's largest collections of scale model Lotus . He sent me this short tale of how he arrived at his favourite model.....



Ich verstehe etwas Deutsch, aber es ist sehr schwer für mich Deutsch zu schreiben, so leider muss ich diese text um meine Lieblingsmodell im Englisch schreiben!

I have since the early sixties been a Lotus fan. Over the years I have owned several Lotus cars. In 1/1 scale my Elite Mk14 is maybe not the dearest to me, as I like open cars the easier, but not better, to drive Elan (I've been the owner since 1972) is the winner here. The most important, and yes today most valuable too however is certainly the Elite, which I bought at a then hefty price for a basket case car back in the late 80\*s. Well the car has many extras originally fitted from the factory, so it wasn't any normal Elite S2 even as new as it was LHD, had twin DCOE Webers instead of SU's, a five bearing camshaft, a NACA duct in the bonnet, an oil cooler, a 50 litres aluminium petrol tank and a large Le Mans type petrol filling cap! I have studied the history of the car and know that all these extras were originally fitted to this particular car.

The car was originally imported to Finland by Auto Nord owned by Holger Laine father of Porsche driver Hans Laine, who tragically lost his life practising for the Nürburgring 1000kms back in 1970.

OK enough of the real thing, but the model you see on the bonnet of the real car, maybe is not the best model among my vast collection, but it is the one I value above all the others, in other words "Meine Lieblingsmodell". Soon after finishing the rebuild of my Elite I saw that my old friend Jouko Jokinen himself a Fiat collector, had built some Fiat models not available anywhere by laminating cutout cardboard pieces on top of each other with glue, and then with the help of putty and sandpaper make the body to look like the car. For wheels he used wheels from 1/16 Polistils or 1/18 Bburagos as well as headlights, wipers and other small items suitable. Well, I asked if he could make a model of my Elite as well, and yes he decided to have a go. He had the key to the garage where the Elite was gfor over half a year, this was no easy job even for him, but he lived quite close those days, but for both of us women have gone and changed since those days, but our cars are still partly the same even if we no longer live so close as we fortunately did then!



The wire wheels he opted for was from a Polistil Alfa, so this Elite ended up being about 1/14 scale.

Altogether a brilliant job by "Jokke", and it still is "meine Lieblingsmodell" from my entire collection, I really appreciate all the hard work he put into making it!



## CELEBRATING DAMON HILL'S WORLD CHAMPIONSHIP WIN

### FEATURING CARS FROM THE WILLIAMS HERITAGE COLLECTION

Race Retro will celebrate the career of British racing driver Damon Hill to mark the 20<sup>th</sup> anniversary of his World Championship win and his time with Williams, when it returns to Stoneleigh Park, Warwickshire, from Friday 26<sup>th</sup> to Sunday 28<sup>th</sup> February 2016.

Various famous faces from the Williams team have been to appear throughout the weekend, which will culminate with a confirmed appearance by Damon Hill, making his Race Retro debut, on Sunday 28<sup>th</sup> February.

As part of the celebration, four of Damon's most famous cars from the Williams Heritage Collection will be on display

– the championship winning FW18, the 1995 FW17 race winning car, the 1993 FW15C with which Damon won his first Grand Prix, and a 1990-91 FW13B which Damon drove to make his debut as a Williams test driver in 1991. In 1993 Damon was promoted to the Williams race team after and took the first of his 22 victories at the Hungarian Grand Prix.

During the mid-1990s, Hill was Michael Schumacher's main rival for the Formula One Drivers' Championship. The two protagonists clashed on and off the track. Their infamous collision at the 1994 Australian Grand Prix gave Schumacher his first title by a single point. Hill went on to become World Champion at the 1996 Japanese Grand Prix, memorably captured by an emotional Murray Walker who proclaimed 'I've got to stop because I have a lump in my throat'. Hill won eight Grand Prix on his way to the 1996 title and started all of the 16 races from the front row of the grid, completing a dominant year for Williams Renault securing the Constructors Championship some 105 points ahead of Ferrari.

Williams Grand Prix Engineering was founded in 1977 by Sir Frank Williams and engineer Sir Patrick Head, the cars on show at Race Retro form part of Williams Heritage whose mission is to preserve, showcase, run and service cars from the teams past. It is overseen by Jonathan Williams and former Williams F1 team manager Dickie Stanford. Both Jonathan and Dickie will be available for Q&A's

I'm pleased to announce that Kit Lotus will once again be attending Race Retro in February 2016 as an invited exhibitor.

Race Retro is rapidly becoming our key exhibition of the year with our visitor numbers far outweighing the size of our stand. If our last two visits are anything to go by, we



**Jim Clark display Race Retro 2015**

will need more space.

Many times during the three day show we had to vacate our stand and wait in the aisle so that visitors could get a closer look.

In 2015 we celebrated 1965, Team Lotus and Jim Clark's best ever season with our Jim Clark display and whilst our 2016 plans are for a more general display, we will have several debutants on show.

A diary date for next February and an early ticket purchase at the race retro website will set you up to come along and visit.

The theme this year is Damon Hill. However, we will be flying the Lotus flag again and we look forward to catching up with our Kit Lotus friends. Drop in and chat about all things scale model Lotus.

JT

## Fabulous 49—Ebbro 1:20 by Simon Parsons

We all built Tamiya's wonderful Lotus 25 kit back when it was first produced and many of us, me included, hoped that it would be the start of a new series of classic 1:20 racing car kits. While we still wait for a Tamiya 1:20 Lotus 33, a former technician at the company, formed EBBRO Kits and suddenly, the missing kits started to appear.

After building many white metal and multimedia kits, I decided to resurrect my plastic model kit building with the Jim Clark early version of the Lotus 49. On opening the box and having a good look at the instructions, I was simply blown away by the wealth of detail and the different versions of the car. I decided on the Zandvoort version, the '49s first GP.

I first built the engine, although they put some nice black wire in the kit for the plug leads, nothing had been included for the neoprene injection hoses but this was ok as I had a spare Ejan Cosworth detailing set. I set to snipping off the male parts of the fuel injectors and then drilling them, which gave me a nice diameter hole to feed the hoses into, the only bit of conversion I had to do to this area was on the discovery that the air intake trumpets in the Ejan kit were 1970s style and rather too stumpy, which meant that I landed up using the stock kit parts.



The next step was painting the monocoque, out came the usual Tamiya mid grey. I'd bought the upgrade PE detailing set, so was able to add some nice instrument bezels and a couple of PE switches to add effect, there are a couple of elbow cut-outs which have a half moon of rivets, so I have made good use of the "Little Nutter" to help out (a great help as I was able to use this for the aero screen rivets and the four screws on the circular inspection covers either side of the body flanks). After spraying all the body panels .

Halfords Brooklands Green I was able to fit them around the monocoque, unlike the much earlier Tamiya kit, these basically attach in the same way as the real car, adding a nice bit of realism, but if you should access any photographic builds of this kit, you will notice the bodywork firmly held together around the tub with masking tape and other 'joiny- on' media, as it is easy to leave unsightly and over wide panel lines.



The suspension fitted around the gear box beautifully, I had a bit of difficulty making the rear uprights fit correctly, but this was after I discovered that I had used the wrong half shafts (sometimes you can have too much choice) but having got this right, the whole fit is a treat.

The model is a wonder of high detailed accuracy, but I found that the correctly tinted aero screen was a bit too thick. I attempted to at least give the impression of the right thickness by thinning out the leading and trailing edges with a very sharp scalpel - see what you think.

The only other parts that I wasn't entirely happy with was the over bright chrome plated parts, the clever modellers dipped these to remove the plating, then used 'Alclad' to give a realistic finish. I don't have an airbrush, so I used a variety of semi gloss varnishes, the wheels I sprayed with Tamiya semi gloss lacquer, then polished, giving what I hope is a reasonable aluminium look.

To sum up, this is a wonderful kit and a thoroughly enjoyable build. I shall now go back to waiting for that 1:20 Lotus 33.

STP



## Bit of a whinge about an otherwise great model

The explosion of diecast models in recent decades and the ever increasing level of detail the manufacturers include has been breathtaking. Even in the short time Kit Lotus has been around, the number of Lotus Type numbers represented by makers has been a pleasant surprise for diecast collectors. Not so for small white metal and resin makers whose products traditionally filled the market gap where the more obscure or less popular cars lived. Sadly, the use of modern efficient manufacturing techniques and a low cost labour force has changed that and many erstwhile obscure cars are becoming mainstream diecast/resincast. Like for example Spark's 1:43 scale 1967 Lotus 38 from the Indianapolis 500 and driven by Jim Clark.

Clark's race ended with piston failure and disappointment after his 2nd Place in 66 and 1st place in 65. Spark have produced yet another highly detailed model of super value for money. The model has lots of tiny detail like the high level mirrors Clark used in this race and the auxiliary fuel tank strapped



to the nearside. The Indy style fuel fillers and the ignition pack are represented, well proportioned and nicely detailed.

But, the model is of the car Clark drove in qualifying, not in the race, which is a surprising flaw coming from Spark. Many contemporary images from the 1967 Indy 500 show Clark in this car, even the official pre-race publicity shot uses the car in this configuration - don't confuse this with Clark's 66 car, his race number then was 19 not 31.

The most obvious difference to the race car is the auxiliary fuel tank. The one used in the race sat lower on the flank of the car and was painted white. It also had a clear plastic fuel feed pipe linking the tank to one of the nearside fillers. Quite crude really given the high safety standards at Indy.

The ignition pack on the race car moved from its position on the offside of the cockpit to a place on the nearside, again like the fuel line, sticking out in the airstream and mounted at the base of the roll hoop on Clark's nearside.

The ignition pack position is easily verified in the photograph on page 160 of Team Lotus the Indianapolis Years by Andrew Ferguson. There is just a hole where the ignition pack was. This is obviously the race car as it shows Clark slowing for the pits at the bottom of the banking, his offside bank of cylinders emitting a tell tale plume of smoke from the exhaust. You will also notice the white striping and number roundel on top of the monocoque is picked out in black on the race car, as is the nearside number but this also is not detailed on the Spark model.

You can of course pick this up on you tube but due to Clark and Hill being way back on the grid, coverage of those two is scant and limited to the point where both of them retired. First Hill, and then Clark but these shots clearly show Clark's white auxiliary tank. Most of the coverage is about Parnelli Jones in Silent Sam but that is someone else's story.

The white auxiliary tank is visible in the head on shot of Clark during the 1967 race in Anthony Pritchard's book Lotus the Competition Cars on page 107. The Graham Hill Car, Number 81, had this red (Granatelli Green) auxiliary tank but he also had the ignition pack on the nearside up against the roll hoop.

So either Spark has the Clark race day car wrong or they are just making sure every variant is being covered and the race day car will be released at some later date? Having said all this, the model is very nicely detailed as we have come to expect from this maker and great value but please, just don't pass it off as the race car.



Race car showing tank lower down than on the car used in qualifying.

## Another (little) bit of criticism

This little beauty (well fairly big actually) 1:12 scale die cast Lotus 49 is the long awaited first such big scale model from Automodelli and distributed through Jim Cowen's Diecasm in the United States.

If your model poison is the instant gratification of die cast collecting, then this beauty is for you. Not cheap



at around £550 but it is nicely crafted and well put together. A great addition to any Lotus collection. However, if you are shelling out this sort of money you perhaps ought to consider how accurate a model you are buying. It is difficult to compare other marques in die cast if you don't have the knowledge of the cars they are modelled on but it seems always that Lotus 49s and 49b don't get the attention paid that they deserve.

This one is a fine looking model and I wouldn't want to deter anyone from acquiring it but I can't help comparing the errors to similarities in other diecasts and models. Is the picture above the diecast or could be Tamiya's 1:12 49 built straight out of the box. The Automodelli model has signatures of the same errors that the Tamiya model has. For instance, the ZF box looks much like Tamiya's version that was duly shaped and sized to

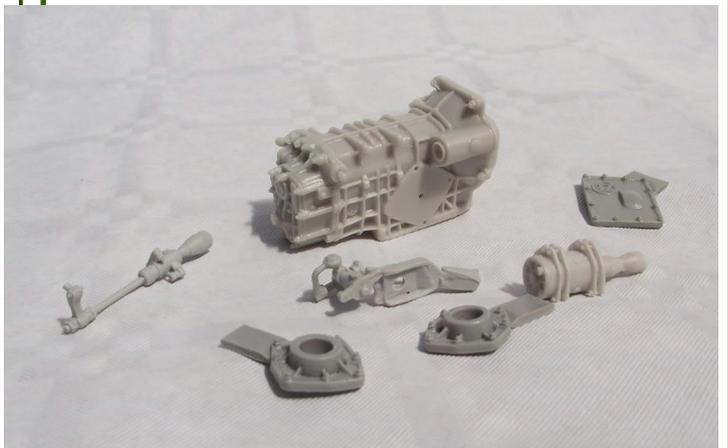
accommodate a small electric motor and drive train fitted to their early big scale models. This hasn't been fixed on the Tamiya kit but after market resin such as the ZF gearbox below can help the modeler resolve the issue.

Similarly the cockpit lacks the left hand elbow cut out as does the Tamiya version. I wonder why that is? Modelled on the Tamiya kits maybe?

The dashboard has less than convincing dials. They appear on the pictures published to date as dials within a dial. This means they have a bright bezel within another bright bezel which in the terms of looks, does nothing for the model.

The DFV engine is available as a separate item mounted on a neat display stand which

only serves to highlight some of the detail which is lacking on the transmission.



In the grand scheme of things, you are the customer and if it pleases you, go for it. Collect the items that please you and flaws or no flaws, if you collect diecast, you need to collect this one. It's nice.

## Detail photographs—Lotus 97T



The Lotus 97T has many fans because of its association with Ayrton Senna, currently MFH have the model in their range and it is still possible to pick up a 1:20 Plastic model from Fujimi. Hopefully these pictures will help in some small way whichever one you build. **All pictures John Thornhill Collection**

## Bits and pieces

Reader Rob Miller is looking for some help to identify what is a 1:24 scale cast metal model Eleven. I have racked my brain and what archives I have and others have done the same but so far no one has come up with a potential source for this model.



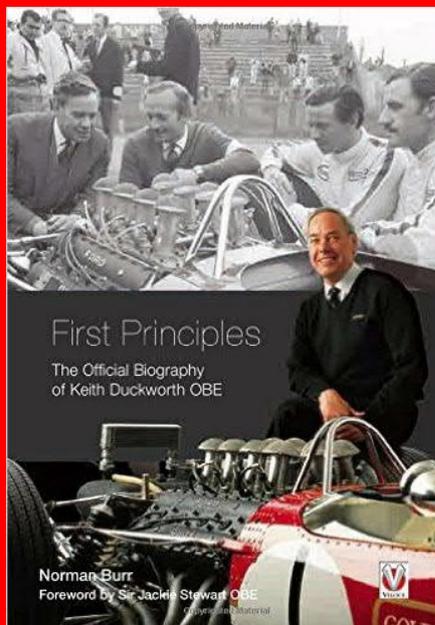
There are no markings on this model at just over 144 mm long and Rob is keen to find out where it comes from. Any ideas?



Paul Mumby continues to develop his 1:20 Lotus 63. It will have options for three different nose cone/front wing arrangement and a removable engine cover which will promote more detail

The book on your Christmas list this year has to be this one. Keith Duckworth's biography.

The names 'Keith Duckworth' and 'DFV' are practically synonymous, such is the reputation of the famous F1 racing engine which he designed. Whilst there are



books covering the technical aspects of the DFV engine, and other designs from Cosworth, the company which he founded with Mike Costin, there are many gaps in the story of Duckworth's career, before and after Cosworth. This book com-

prehensively fills those gaps, taking the reader into the world of Britain's finest 20th century engineers. It was a world consisting of far more than motorsport, embracing an astonishing variety of mechanical devices, including aircraft, boats, and motorcycles particularly Triumph, for whom he was a consultant during his retirement. A man of strong convictions and high integrity, Keith Duckworth OBE cared passionately about his work, fitting almost every aspect of his life around it. His northern industrial roots, the ups and downs of his personal life, his health problems, and his generous support of charities and business start-ups, combine to create the story of one of motorsport's and engineering's most endearing and enduring characters.

**Merry Christmas to all Kit Lotus readers**

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