



# KIT LOTUS

Volume 18 issue 1 March 2024



## 21st Century scratch building—1:18 Lotus Exige V6

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Rare 1:43 Gullwing Lotus Eleven emerges after 30 years

Here we are at the start of another volume of Kit Lotus . A very warm welcome to Volume 18 and another Kit Lotus milestone with Issue 1 celebrating our sixteenth birthday. By happy coincidence, someone whom you will remain nameless just now but you may guess who. is busy secretly (almost) scratch building a Lotus 16. When it is announced you must remember you didn't hear it from me so keep schtum for now, if you get my drift.

What of Volume 18? Hopefully you will continue to subscribe and take enjoyment from our continued celebration of all things scale model Lotus and share with the steady stream of new recruits which sees the registration rate continue to climb well in to four figures, something which makes me feel very humble. The concept of a community of fellow modellers with a fascination for Lotus was the main reason for all of this and judging by the regular amount of correspondence I get offering help and advice, asking for advice of just plain chat about our hobby has gone beyond my expectations. I often feel like I know people even though we share only electronic chats for the most part whilst those who I have been lucky enough to encounter at the various Lotus events perhaps more so. The deal is simple, you keep reading, I will keep writing and badgering lots of you to share you projects like the ones in this issue.

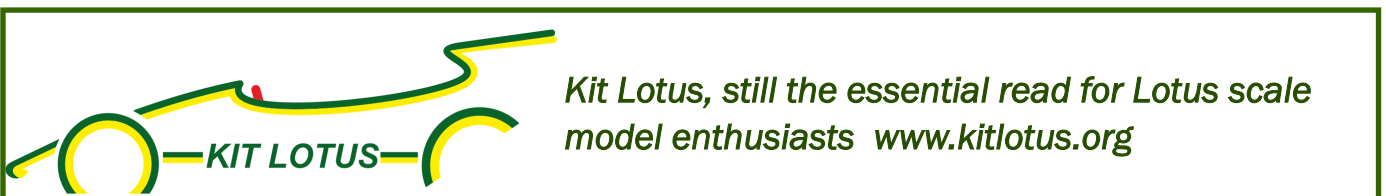
We start this time with high tech. Martijn Loomans sparked a huge interest for me with his 3D printed Lotus Exige V6—Lotus Cup Europe models he produced for Thierry Verhiest in 1:18 scale. Part of the interest is the surprise package instigated with the friendship and support of others but firing the thought that 3D printing is indeed a form of scratch building using 21st century technology and methods and in doing so, shaking the core principle that scratch building is only for old farts in sheds using the skills they trained for in earlier lives. OK so 3D printing is no longer news but turning your hand with a hobby to a complete design and build outside of a commercial manufacturing environment and with such a complex subject, certainly should make we modellers celebrate the high tech artisans.

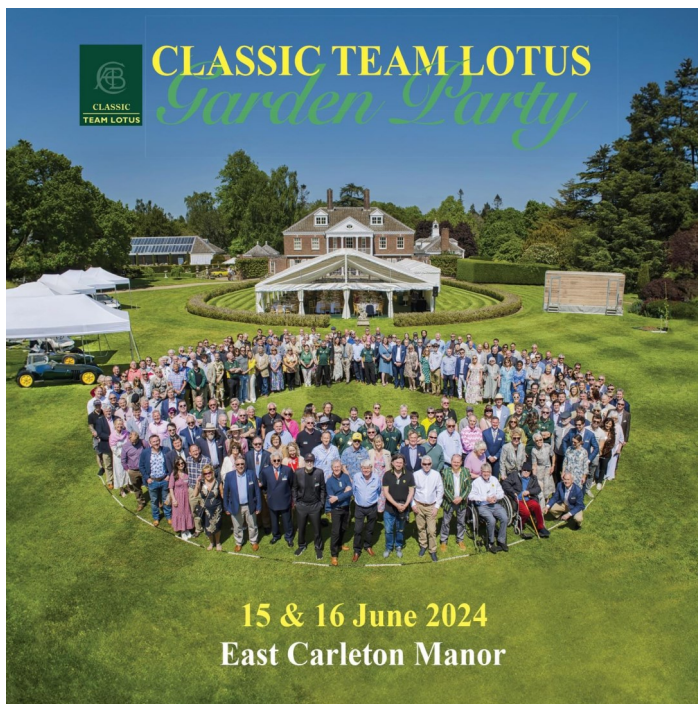
Wolfgang Reichert proved that it is ok to rest a project if you aren't certain about some aspect of it or you just lost a little interest, by reviving his 30 year old Lotus Eleven Gullwing in 1:43 scale from MIKANSUE models, a rarity to be savoured. His finished project is featured and looks as fresh as the day it was packed away. I suppose this ought to inspire me to open my started and parked 1:12 Lotus Europa project which has lain dormant for several years now.

Chris Doube came to the rescue of a model rare as rocking horse poo by shaping, assembling and finishing a 1:24 scale Lotus 23 which originated from the Durban veranda workshop of our late pal Mike Serrurier.

I'm encouraged also by the support I get from many other Kit Lotus regulars, the 'weird' spot for example is now regularly throwing up something different. I had some correspondence about paper models and I am really grateful for the response I got particularly from Martin Mayor. I haven't published anything because of potential copywrite issues but I am now in possession of quite a library of paper model Lotus so If anyone wishes to enquire about a particular Lotus type, including formula cars, sports cars and transporters, give me a shout and I will see if I can help. Martin also sent me a couple of PDF files specifically referencing the Lotus 102B with images relating to each race of the F1 seasons where the car took part. These PDFs are accessible on the archive page of the Kit Lotus website.

There is quite a bit of model news this time with various Lotus model releases, one of which is the Corgi Vanguard's Ford Escort Twin Cam. Whilst not wearing any Lotus insignia, the car had the Lotus Twin Cam engine nestling under the bonnet (hood) and so in my book that warrants inclusion. I also have a soft spot for the Escort having owned several and rallied one of the warmer engined (not Lotus) versions in the seventies albeit without any success other than the fun of it.....





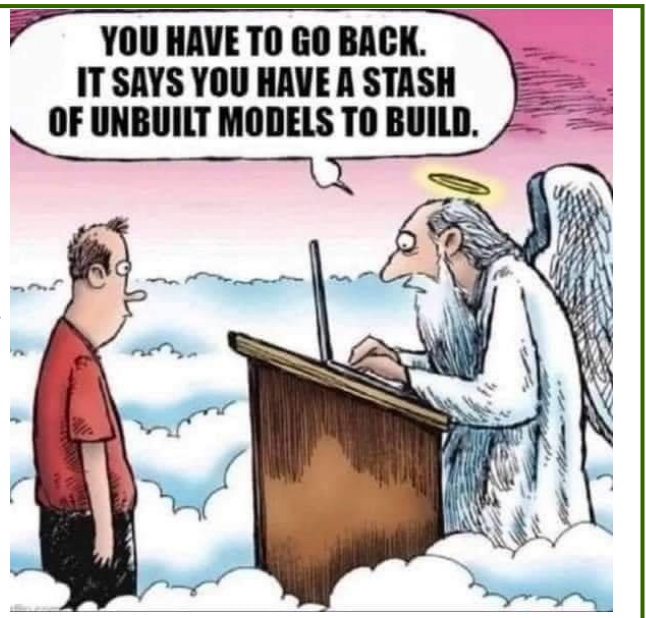
East Carleton Manor is a beautiful place forming a magnificent backdrop to the Classic Team Lotus exhibits . We are very honoured to be invited back to the 2024 event with the Kit Lotus display which, should be our biggest display ever including some our old favourites alongside debutants. Tickets are limited in number and the event this year takes place over two days and will feature the first twelve Lotus types. It really is worth the effort to see the famous Lotus cars displayed around the fabulous grounds and gardens. The company is great, the atmosphere fantastic and the food fabulous. Couple that with the people of the Lotus community, whose knowledge and enthusiasm demonstrates their intent on celebrating the marque and you have the ultimate Lotus event.

Tickets are available on the Classic Team Lotus website and we will be delighted to welcome readers to our display.

With hand firmly on heart, it would be tremendously difficult for me to stand in front of anyone, and have them assume that I am pure enough in thought and deed that I should even get an audience with St Peter, let alone be refused admission to heaven just because I haven't yet built all of my models.

Sadly, these thoughts about stash reduction, judging by the amount of unbuilt kits being banded around internet and social media selling platforms are not just relative to me. However, I offer to readers a page of 'never to be built' 1:20 kits as a token toward an outcome that may prove as impossible as me giving up beer and whisky. Please do not judge me too harshly.

You may not be surprised that these kits have yet to appear on any selling site. You have first refusal.



I managed to get most of my 1:12 MFH Lotus 77 restoration project finished, I'm just waiting to get hold of some more hose end fittings for some final plumbing in time to put the model on display at the Classic Team Lotus Garden Party in June, now I must return to the MK 2.

Being sixteen years old is one thing but 2024 sees Kit Lotus reaching the 100th edition landmark in September this year, that is not including the three special editions which were all project specific and part non-Lotus. It is easy to say "where did all that time go?", as far as I am concerned, it went having a damn good time being involved in a hobby that proved no longer solitary , building models, meeting people and visiting places which sixteen years ago were only ever on my hopeful radar. Thank you to everyone for making it possible. I hope you enjoy the magazine.

John

## Corgi Vanguard's Ford Escort Twin Cam

It doesn't say Lotus except on the cam covers under the bonnet, but the Ford Escort Twin Cam of 1968 has the Lotus engine to thank for becoming the father of the massive success of the Ford RS brand of Escorts and beyond. Without the Twin-Cam, there would have been no base on which to develop the success on road, track and rally stage created by the Lotus Cortina, and so in that respect, the Escort Twin Cam when proffered as a scale model, just has to be part of any Lotus model enthusiasts collection. There has been Twin-Cam models before, from TROFEU for example, MINICHAMPS with their Alan Mann Racing Versions and from PROVENCE MOULAGE ( BP liveried Rally France driven by Roger Clark and a very good friend of mine, the late Jim Porter), but when CORGI decided to put the Twin-Cam in their Vanguard range, I decided to get my hands on one.



There had been Ford Escorts previously, the 100E estate version was I think, named Escort, but the Ford Anglia replacement at the time, had no motorsport ambition until that is one of Ford's head honchos Bill Meade apparently saw the prototype Escorts going by his office window at Dagenham and exclaimed "Blimey, one of those things would go like hell with a twin-cam engine in it". Up until then, the twin-cam had powered the Lotus Cortina in MK 1 and MK2 variations to track and rally stage success but the MK 2 was becoming a little rotund . Lighter, Smaller and Stronger, why not shoe horn the Lotus Cortina mechanicals into the Escort? and by the way, this had to be done for the press launch. Bill Meade

conferred with Henry Taylor who, with product planner Bob Howe managed to purloin a plastic prototype Escort bodyshell from Ford's technical centre. One weekend in March 1967 as work came to a halt on the Friday, the workshop doors were closed and over the weekend, Lotus Cortina running gear and engine were squeezed into the Escort shell. There were no drawings, no photographs just a few measurements, notes and sketches, but above all, high hopes. Not least for getting the shell back undamaged by the Monday following. The twin-cam engine was angled so that the carburettors cleared the inner wings, the battery was relocated to the boot and the standard 145 -12 inch tyres were replaced with 165-13 which only just fitted under the wheel arches designed for a 12inch wheels

For the price of around £35, Corgi has done a great job reproducing a good looking model in diecast and with some nice detailing and as I have an affinity with the Escort, having the model in my collection was essential. There are only 1300 pieces made available for sale so it may be best to get a wiggle on down to your vendor.



## Serrurier Lotus 23—1:24 scale



We have been following this build since the back end of last summer, when I shipped the resin kit over to Marc Schagen in Australia, Marc, persuaded Chris Doube to build the model without giving Chris the opportunity to see what he was dealing with. However, Chris is no stranger to difficult builds having mastered MFH products and JOKER resin kits.

The kit needed quite a lot of fettling to make it something like and some scratch building for the interior and somehow Chris has managed to pull this one off by creating a 23B similar to the car of Sydney driver Johnny Martin. Chris's build for Marc is possibly the only example of a Mike Serrurier Lotus 23 in existence, unless you can tell me otherwise.

Johnny Martin was a race car driver in Australia who made a name for himself in the early 1960's, racing mainly sports cars. He also successfully raced a Lotus Eleven which he purchased around 1960. Following that, he chose the Lotus 15 as his next mount, owned by Leaton Motors (previously raced by Frank Matich). Johnny won six races from seven starts the 15. He had also previously raced a Lola sports car.

The Lotus 23B was purchased late in 1966 and raced at four meetings, the last of which he crashed the car heavily, putting him in hospital with serious injuries which ended his racing career. Johnny Martin was a motor dealer for most of his working life and in retirement became very active within historic racing circles. Marc knew him quite well and recalls Johnny always spoke fondly of the 23B. He passed away in 2016 aged ninety.



*Happy Birthday to Kit Lotus, established March 2008.*

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## **MIKANSUE 1:43 scale Gullwing Lotus Eleven Coupe**

It is always interesting to come across a model build of something quite rare both in the sphere of models we inhabit and, rare in terms of the real thing so I am really pleased that Wolfgang Reichert kindly allowed me to share his marathon build of a 1:43 scale MIKANSUE white metal kit of a Lotus Eleven Coupe complete with custom aluminium body and gullwing doors. When I say marathon build, it relates to the thirty years between starting the build and finishing it, the kit was 'rested' because details of the interior weren't available at the time that would have confirmed the colours and style. It also needed some headlamp covers in keeping with the period.



The car does exist but has a very intriguing past that as late as 2018, still could not be fully verified so take the following with a sense of maybe. The car has been known as the de Havilland Coupe. The story goes that it was one of a batch of late chassis Lotus Elevens to go to the de Havilland Aircraft Company for 'apprentice projects'. An unproved Frank Costin link was put forward, and that this particular car (nothing exists to say what happened to the others) was an unfinished project that was wrapped in a tarpaulin and parked outside of the factory until it was sold through various motor traders and eventually ended up the hands of Rod Leach in 1976. Rod took the car to Lynx Engineering who did

some interesting bodies at the time on Jaguars.



**Sleek gullwing lines and a plush interior sets this Lotus Eleven aside from the factory production line**

They apparently had the car for eighteen months putting various bits to rights and making it into a runner as it reportedly left de Havilland without an engine or bonnet assembly, just most of the unfinished body and interior. Lynx and Rod got the car to a runnable state, racing it in a handful of historic events before it was sold off again and resided in Japan until a new American owner came along in 2018. At that point, some of the most eminent Lotus Eleven experts took up a challenge to forensically examine the car. They suggested that the car had been nowhere near de Havilland despite eye witness reports of the coupe being driven at the factory. Their conclusion was that the chassis was genuine Lotus Eleven but the history could not be verified despite four decades of researching the origins of the car or the party who built the body. It now just has the Lotus Eleven Gullwing Coupe moniker.....

## MIKANSUE 1:43 Gullwing Lotus Eleven Coupe continued....

The kit itself is quite rare, being produced by UK husband and wife team, Mike and Sue Richardson under their MIKANSUE brand. They were early into the white metal kit market, producing from the early seventies into the late eighties and their primary range was British cars from the 1940s to the 1960s in 1:43 scale that have now become difficult to find and are much sought after.



The gullwing Lotus Eleven is from their Competition Range and Wolfgang has made a beautiful build of the model even allowing for thirty years of downtime until details of the plush interior were found enabling him to complete the build. Careful polishing of the bodyshell has ensure that the fine detail around the gullwing door mechanism has been retained. The sleek, all enveloping lines reveals something we hardly see in a sports racing Lotus, a spare wheel. There is a story that when Rod Leach raced the car in historic events, the driver's side door had to be removed to accommodate the tall driver with his helmet. The car ran on wire wheels rather than the period wobbly webs and sported pure Cortina rear lamps suggesting the car was not rebodied prior to 1962 when the Cortina first emerged.



There is also a theory that the Coventry Climax engine car was prepared for a private owner in readiness for the 1967 Le Mans 24 Hrs and this is suggested on the MIKANSUE assembly instruction sheet and maybe the twin fuel fillers back up this theory. Either way, it is very intriguing and the thirty year wait in Wolfgang's build list has certainly been worth it. A comprehensive article about the car, together

with reprints of Rod Leach's original summary can be found in the magazine of the Historic Lotus Register issue #93. I just think it is a super model whatever it's enigmatic past.



## Scratch building in the 21st century - 3D printed 1:18 Lotus Exige

When we talk about scratch building in Kit Lotus, I think I can confidently say that I have sold you an image of, usually, older modellers working in sheds making and forming component parts for a model project, often out of brass, aluminium, styrene card and the like. For the most part this is true, we have been brought up on engineering apprenticeships and now that we have time to spare, those skills used in commerce and manufacturing are still with us allowing us using both hand and machine tools to create from scratch, that elusive model, maybe in a larger than normal scale that we can't be bought from our usual model vendors. We more than likely have a bit of engineering kit, maybe a small lathe or press brake/guillotine. Most of us will have a drill press on the workshop bench together with small power tools and even smaller hand tools. But what if our tools were Computer Aided Design (CAD) skills, the requisite software and access to a 3D printer? Would that still be scratch building? I think it does. Just because we may be older and crustier and have those life-long metalwork skills, I don't believe it gives us the right to ignore new technology in scratch building. Obtaining the skills to operate and capture new technology requires just as much input as a five-year apprenticeship did for us and I for one wouldn't know the front end or back end of a 3D printer, let alone the skills to master the CAD design, without which, the 3D printer becomes a workshop ornament. It has to be noted however that, most of the current crop of models on the market have for some time relied on 3D printing technology. Makers have tapped into the immense possibilities of reducing tooling costs when mastering new products. TAMEO for instance has harnessed this technology for producing its master components this way in resin before converting to traditional brass. CAD and 3D technology has become their norm. MODEL FACTORY HIRO has been 3D printing for years and I can boast a 3D printed Sinclair C5 paddock bike in my Lotus collection, but that just reflects on how 3D printing has refined from those deep ridges which meant hours of filling and sanding, to immaculate first time parts we can get today

3D printing has been showcased in Kit Lotus magazine before, acknowledging the part it now plays in model manufacture and admiring the enthusiasm of those willing to have a go. Our late friend Mike Serrurier built his own 3D printer and was very enthusiastic about its potential but sadly that enthusiasm was cut short. Then there was the printed Lola T70 project from Bestbalsakits which became a Kit Lotus special issue. More recently however, I came across a feature on the (brilliant) *Lotus Model Collection* Facebook Group about a pair of 3D printed Lotus Exige in 1:18 celebrating their scratch build credentials and I am thinking "wait a minute, how can a 3D print of something be scratch build?" Then I reflected on the 3D engine parts I obtained for my Mk 1 Replica or my 1971 Lotus 72D. If someone has taken the time and effort to design and draft the files needed to print the parts for a model, that has to be scratch building, as does being able to master the printer to actually make the parts. That brings scratch building bang up to date but there is still a place for crumbly older enthusiasts in the shed.



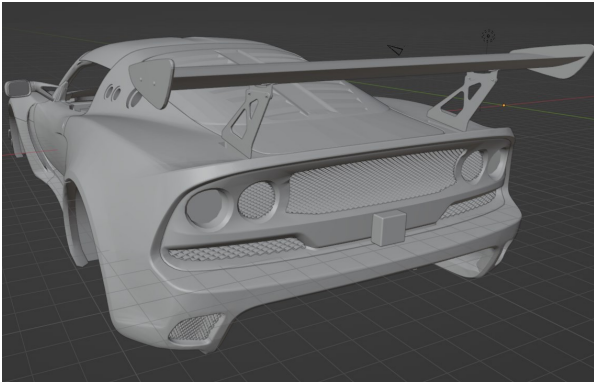
Basic 3D print on the left, best on the right—just shows how far model technology has improved in such a short space of time.



Inevitably I decided to ask more about this Exige project which was presented at the unveiling of both cars of **Racing Team Th.Verhiest** for the Lotus Cup Europe. A lot of you will be familiar with Lotus Oostende in Belgium, the Lotus main dealership of Thierry Verhiest, but not so familiar with Thierry's race team and their Lotus Cup Europe racing successes in a brace of V6 Lotus Exiges, the subject of this 3D model project. At their Lotus Oostende new year's meeting, the team principal Thierry was presented with a pair of superb 1:18 scale models of his cars. Commissioned by Sven Mols' Lotus Model Collection, Paul Marechal (the team mate and number 52 car of Lotus Cup Europe) and Mrs Verhiest, the project deliberately kept Thierry completely in the dark throughout, so the surprise could be sprung at the new year meeting. ....



## Scratch building in the 21st century - 3D printed 1:18 Lotus Exige cont'd.....



Sven knew that the architect who would make all this possible for the three co-conspirators is Martijn Looman who has a website [www.eliseworks.com](http://www.eliseworks.com) which primarily is about his full sized Elise activities but now has super information of his bespoke 3D printed Elise models and 1:24 scale converted WELLY diecast Elise models. Once this project was out of the bag, Wanting to find out all about this Exige project I contacted Martijn who kindly gave his consent to feature the Exiges and to answer some questions which I hope give some context to the main point, that the use of the latest technology to produce bespoke models is indeed scratch building. However, with most Lotus enthusiasts, there is back story and a starting point..... I quizzed Martijn:

**Q. I often hear that being a Lotus enthusiast is an incurable disease, when did you catch the bug?**

*"I collected my first Elise 10 years ago after having considered an MG-TF 160. Being mechanically cousins to the s1 Elise i quickly got interested in the Lotus brand instead and found myself an s2 Elise 111r in the UK."*

**Q. Your blog site clearly reflects your enthusiasm for the Elise, having a full sized Elise and restoring it must take a huge amount of your time . How on earth do you find the time to create the 3D models? How long does a complete model take?**

*"After numerous road trips and track days and a complete nut and bolt restoration the Elise had no secrets for me anymore, which helps in creating the models we are looking at today. A few years back I imported an Elise Cup 220 from the UK, this car was basically brand new so nothing to tinker on yet, maybe that has drawn me into modelling again, an old passion which started with RC model airplanes in my youth. Being both self-employed and having a part time job at a tech university only leaves me some evening and weekend hours to progress on these builds. I lost count of the hours but you are looking at hundreds of hours of CAD, print, assembly and paint for each new car type. Hoping that similar builds will cost less hours, but new ideas for improvement and alterations pop up every time, at the cost of more hours."*

**Q. You mentioned the amount of time needed to prepare the files for 3D printing, did you make a conscious decision to take up the technology or is it the case you are CAD trained for work or something? It isn't an easy thing to learn quickly so you must have considerable knowledge, did the Elise model idea come before the CAD or vice versa?**

*"I had self-learned 3d CAD modelling as a hobby in the past, and used similar tools during my professional R&D career. With some rough Elise data as a starting point, after having spent countless hours of CAD and (often failed) 3d resin prints i was able to present some first prototypes during a well known Lotus meeting in the Netherlands." .....* Cont'd



**Showcase your Lotus model project to other enthusiasts in Kit Lotus, the world's only magazine dedicated to scale model Lotus.**

## Scratch building in the 21st century - 3D printed 1:18 Lotus Exige cont'd.....

Q. The lack of a suitable scale model car on the market is often the catalyst for scratch building something, did you find this the case?

*"Yes certainly, most of us know the Welly models of the s1 and early s2 Elises which you can repaint, but if you are looking closely it is missing the details which were introduced when the Toyota engine was adopted. I*



*am ultimately creating a printable file structure which can be combined to any s2 or s3 Elise or Exige. Using freely available 3d scan techniques and images i am creating missing parts or details. Since most cars are unique in the Lotus community, that is challenging, but rewarding! For example, i created a colour coded bespoke Elise with Exige mirrors, correct tyre thread and aftermarket supercharger for a friend, all in scale 1:18. I am not*

*aiming at series, i just love to create bespoke art pieces. The enquiry from Lotus Model Collection to re-create two race cars from Lotus Cup Europe was the ultimate challenge so far, and well received!"*



Q. In the emails we shared, you mentioned safety issues with the 3D printing, could you expand on what these are and would they be a reason for someone who is thinking of taking up 3D modelling to pass on the idea?

*"3D printing with current UV resin printers is 40% fun, 60% failed-print-disappointment and above all 100% toxic. You are working with chemical substances which are smelly, hazardous and may build up allergy over time if not cautious, just like epoxy resins. Finished prints have to be cleaned with 100% alcohol. Spilled resin sticks permanently. I work in a non-residential workshop, well ventilated, printer lives in a*

*low pressure cabinet, full face mask and gloves mandatory at all times during the work."*

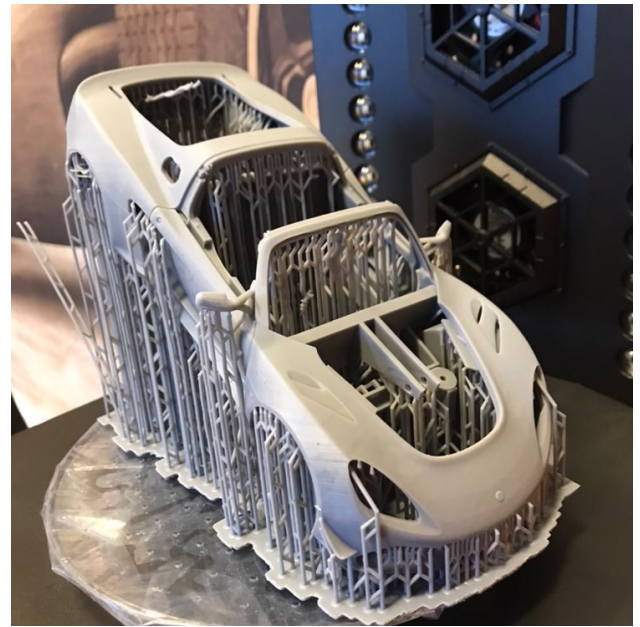
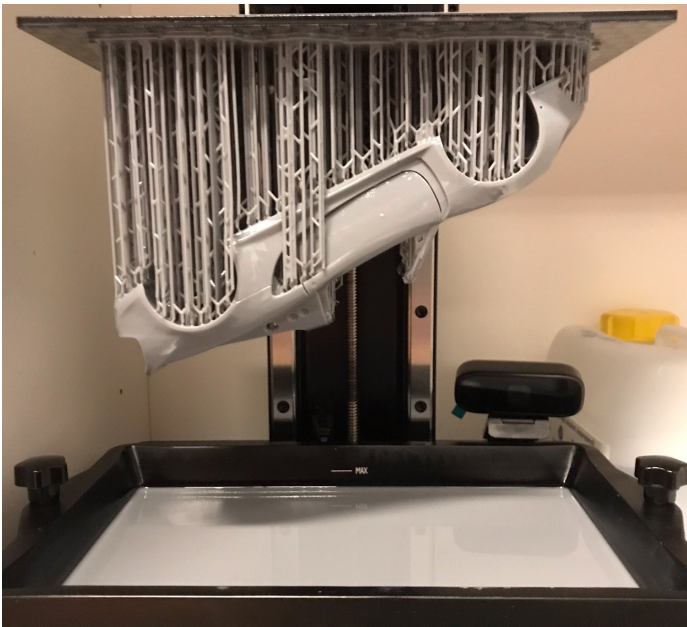
Q. Do you have access to your own printer or are you using a bureau? I got hold of a 3D engine for my 1:8 MK 1 Lotus but only through third parties with file and printer access.

*"In the past years 3d printing tech has sky rocketed, in either filament or resin. You can buy a printer just like the laser printer became available in the past, but beware of the environment you are working in, and also I see little use for a printer if you don't own or invest in basic CAD skills." .....*

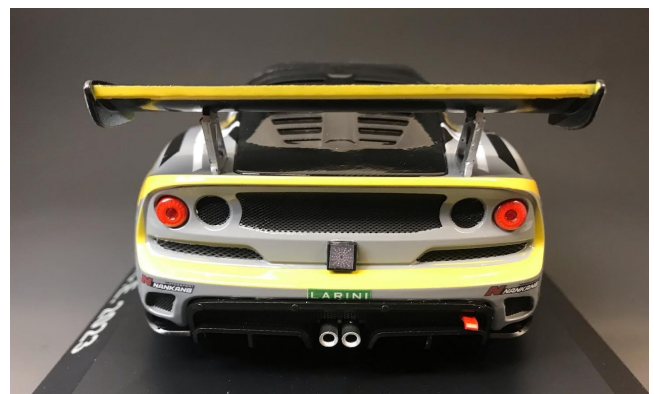
## Scratch building in the 21st century - 3D printed 1:18 Lotus Exige cont'd.....

**Q. How long does it take to print all the parts and how have you overcome the layering found on early 3D products? Is this attributed to the quality of the printer? Is your printer an industry model or did you build it yourself?**

*"The layering is a side effect of printer resolution. Nowadays commercially available 3D printers are either filament printers or resin printers. Filament printers build up a print by injecting layers of molten plastic wire, low resolution by nature hence showing layers. I use a resin printer, which is basically a pool of fluid resin in a vat with a transparent bottom. Below this vat is a UV lamp whose light rays are either blocked or exposed to the vat by an LCD screen, similarly shaped like an iPad screen. The resin on the bottom of the puddle is cured when exposed and sticks to a metal plate on a lift. The resolution is defined by the pixel size (in microns) and the lift distance for each layer, also microns. Hence some layering is present, but not to the naked eye. Currently I am printing at 20 micron layer height, the equivalent of 50 layers per mm, and as you can only do a few layers per minute the Exige body may take well over 15 hours to print. It needs to be tilted in the printer to fit and to reduce print lines even further. You can imagine the excitement when you return to your workshop and find a successfully printed Lotus in your printer. It takes 3 prints to create the body, chassis and additional parts and trim. After cleaning and UV post processing the print you end up with parts which you usually find in a ITALERI kit and then the actual fun begins, airbrush and assembling, designing decals and vacuum form windows, but that may well be a topic for another article.*



**Things look a bit sc-fi as they emerge from the printer. Martijn angled the print to both achieve the fit and also reduce print lines. The final product looks as good as anything produced by model manufacturers.**



## Scratch building in the 21st century - 3D printed 1:18 Lotus Exige cont'd.....



Taking up such an interest is a huge commitment which without massive investment, isn't ever going to be more than a personal interest so please do not form a queue asking how much. Just how would you apply a cost when one body requires 15 hours of printing, let alone the mass of parts, cleaning, assembly and, that is before we get to design printing and applying the decal sheet? That alone could be another article but if you are interested in following the progress of these one off projects, then Eliseworks socials and blog-website are the places to look.

Many thanks to Martijn for sharing his project with us.



Discover more about the TH Verhiest racing team on social media *Racing Team Lotus Th. Verhiest* and Martijn's 3D exploits on his web/blogsite [www.eliseworks.com](http://www.eliseworks.com)



Images: Courtesy of Martijn Loomans and Rita Durnez

**The main players in this project: Above left Martijn displaying his bespoke Elise models at a Lotus event in the Netherlands whilst on the right, at the Lotus Oostende new year event are (left to right) Sven Mols, creator of the super Lotus Models Collection FB Group and the man who knew the man who could create this project. In the middle is co-conspirator Paul Marechal, who is Thierry's team mate who drives the #52 car and on the right Thierry Verhiest, recipient of the incredible surprise.**

## MFH 1:12 scale Lotus 77 restoration

There is still some detail work to do on this MFH Lotus 77 restoration project as I have run out of some hose fittings and photographs that allow me to identify where some of the wiring/plumbing goes. I have plenty of reference pictures but nothing showing the battery and starter circuit. There must be something somewhere? If anyone can help I will be very pleased to hear from you. The hose fittings? Either RB Motion or Top Studio Detail are on the search list.

I am not sure I should have taken on a restoration project as my first 1:12 scale MFH kit but as completion nears, I can say that it has been a pleasant challenge although true to form, the MFH top body section 'almost' fits perfectly. Having to make individual parts such as the throttle mechanism, the engine mounting plates, all the cockpit interior panels and the dash panels then sorting out a pair of radiators was part of that pleasant challenge, as was trying to decipher some of the designer's issues. For example, the strange mounting for the battery - almost an afterthought? I suppose having the weight of the starter on the rear nearside is balanced by having the battery on the offside, but hanging in mid-air supported by a bracket that is part of that side radiator and some wire stays to the engine block and one to the chassis doesn't really exude any innovative design thinking.

At this point, I think it may be worth a comment or two on the car itself. 1975 had been disastrous with the amazing Lotus 72 having to do a lot of the heavy lifting following the launch of the badly performing Lotus 76, leaving disgruntled drivers Peterson and Ickx. Ickx threw in the towel early in 1976 and Peterson left to join March after early experience in the Lotus 77 which saw Nilsson join Team Lotus. They should have had a competitive car by now. The 77 was meant to be an adjustable car with different wheelbase configurations to accommodate different circuits. Hideous outboard brakes were part of a sub-assembly approach, but these were ditched early in the season, replaced with a Len Terry intervention and a return to inboard brakes. The aerodynamics changed and by mid-season, brush skirts had appeared that provided a modicum of downforce and were part of the ground effect theories going on behind the scenes. By the time John Player Team Lotus arrived at the 1976 Japanese Grand Prix, it wasn't then apparent beyond Lotus that they, along with aerodynamicists Peter Wright and Tony Rudd were on to something special and that this 1976 season was in the end, being sacrificed for 'jam tomorrow' As Colin Chapman held back on introducing the Lotus 78 and showing his hand too early. In the footsteps of 1966 where Lotus scored a single win with a car that wasn't a front runner and where sympathetic driving had provided success, it was Mario Andretti's ability to conserve his tyres in appalling conditions which catapulted the Lotus 77 to race winner status. The scene was set for better things.....



Early season Lotus 77 (1:20) above with the chunky outboard brake sub-frames compared to the later season, (1:12) right, and the more elegant outboard braking set



## MFH 1:12 Scale Lotus 77 restoration.....

Back to the kit build and the kit had no radiators or battery or battery carrier frame so these too had to be made. By chance I spotted what was billed as a 3D printed 1:12 scale Lotus 72 battery on ebay so I bought one and was very pleasantly surprised to find it has the basic battery body in black with six individual cell tops. It has two pegs and ready drilled cable clamps, even one spare in case of accidents. This tidy little battery fits the bill and looks as if it was intended, the problem now is sussing out the wiring route across the car and back to the starter solenoid which is a mile away from the battery location. I have the wonderful pair of volumes "DFV Plumbing and wiring strategies" The circuits are described mostly as schematic diagrams with top, side and front elevations of the DFV used across different chassis and give tremendous help in most areas but specific component positions like the battery and starter circuits would have too many variants to cover them all. Nevertheless, a very handy set of reference pamphlets. My near finished model sits very low to the ground and I am a little apprehensive when it comes to fitting the flexible brush type skirts. I hope the weight of the car will overrule any rigidity in the skirts otherwise it may have to display without them. Talking of display, there is a lot going on under the body panels and side pods and whilst I - tongue in cheek - refer to the nearly good fit of the top body section, it does look pretty amazing when all of the body panels are fitted. The side pods in particular are a decent fit yet easily removed revealing more detail. There is however a brake cooling duct which fixes to a NACA duct under the top surface of each sidepod and is pinned to each rear suspension upright which would prevent removal of the side-pod if this were connected so you will have to



excuse me if it isn't. One of the last parts to go on were the wheel nuts and the wire locking pins. These were also missing but I used some very old 5 amp fuse wire saved from my Dad's stuff when he passed away in 1992.

The MFH kit is marketed as a Transkit requiring the Tamiya Lotus 78 as a donor kit. Fortunately for me the started kit I bought contained quite a bit of 'donor' items so the cannibalisation of a perfect new Tamiya Lotus 78 kit was less of a trauma than expected and compensated partly for having other bits missing. The result is I still have a complete 1:12 scale DFV and other major Lotus 78 parts left including body/ chassis parts. Possibly a diorama project if someone is interested? Give

me a shout if you are - [kitlotusmail@virginmedia.com](mailto:kitlotusmail@virginmedia.com)

Decaling is never a trauma with decent quality waterslides although some of the gold line did break apart in places but are easily joined. Tiny dashboard titles for ignition, pump etc on the dash can be easily read but I am never too confident using the rub-down tyre decals and can easily mess things up. To combat this I contacted Michael over at INDYCALS and for not much money including postage from the USA, got myself a set of his GOODYEAR F1 tyre decals of the period. His decals are superbly printed and a delight to use, applying very easily to the excellent rain tyres provided in the kit if you take your time remembering with all INDYCALS decals, the clear cover coat does cover all of the sheet so each decal needs to be carefully cut as close to the text/image as possible. I used Decal Fix and a damp piece of kitchen roll to make sure the decals were down, just a light cover of Decal Fix on to of that and leave them to cure does the trick. My tip for moving decals around on the piece is a small paint brush dipped in water and the back edge of my modelling scalpel blade. John Player Special logos and wording are included in the kit so there was no need to go to the aftermarket for these and I am happy to say that my restored 77 will be on display at the Classic Team Lotus Garden Party and at Malcolm Ricketts Lotus Open Day.



## 1:12 MFH Lotus 77 restoration continued.....



## Kit Lotus news

I have restarted my quest to have all Kit Lotus magazines hard bound into print and have prepared every Volume ready for printing. All the covers, fly sheets and page layouts are complete and ready to go. However, as I remind readers quite often, Kit Lotus is a purely loss making enterprise whose hobby value is worth far more than trying to commercialise the operation. Any form of printing is an expensive business but these days we have the advantage of being able to get small batch runs which, subject to interest, I would like to make available to readers. Being 100% up front with you, it would be nice to get the print costs covered, which will decrease with a larger quantity.

Having already published Volumes 1 and 2, I have just received a batch of Volume 3 from the printers and there is a limited number available for £23.99 including postage and packing (UK only). I am happy to post overseas and can provide a cost for shipping on request. If you would like a copy, or are interested in this and when the next will follow, contact me at [kitlotusmail@virginmedia.com](mailto:kitlotusmail@virginmedia.com)

On a similar theme, the September 2024 edition of Kit Lotus will be the 100th issue and I will be marking the occasion in a limited way with some die cut vinyl stickers with a waterproof laminated finish which mimic the famous John Player Special celebration stickers from the 1970s. They are the same size as the original JPS stickers and *would look very neat on the back of Emmo's or Ronnie's or Mario's rear wing??*

If you would like one, and again just to help cover the print and postage, yours for just £1.99 including UK postage in a board backed envelope. Contact me at [kitlotusmail@virginmedia.com](mailto:kitlotusmail@virginmedia.com) overseas shipping cost will be provided on request.

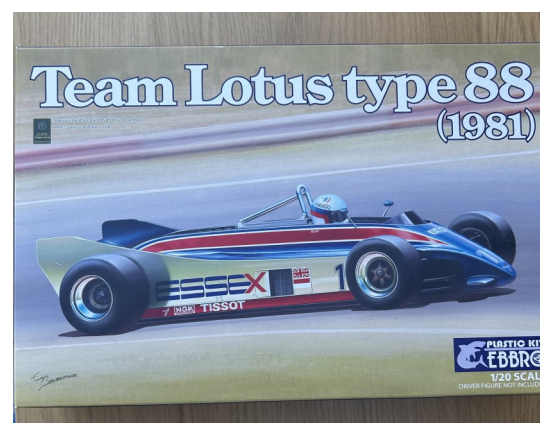


## Kits for sale – stash for cash

I am looking for good homes for these kits which I have determined I won't be building anytime soon. Not that they are bad kits, far from it, they are all super models but I just can't see that far into the future. All are unmade, only opened for inspection and some like the Lotus 91, have the correct aftermarket decal sheets and/or some detailed photo etch. 1:20 just isn't my scale anymore. As age catches up, dexterity and vision lose ground so for me, 1:12 and above are the scales I prefer to work in. A mixture of Tamiya and Ebbro I am asking £50 including UK postage for the each version of the Lotus 102D, the Ebbro 88 and the 72E. For the Ebbro Lotus 72C, the Ebbro 91 I am asking £55 including UK postage as they have extra decals whilst the Tamiya Lotus 79 has Ejan after market throttle trumpet set and an interior white metal detail set and for this I



am looking for £65 including UK postage. I'm happy to postage abroad but please contact me for shipping costs. The Lotus 102Ds are two versions, Hakkinen and Herbert both of which have pre-painted driver figures. These kits don't come up that often. There are other kits to offload including the Hasegawa Lotus 97T with extras and I have studio 27 Lotus 88B and Lotus 95T both curb siders and open to offers. If any of the above interest you, contact me at [kitlotusmail@virginmedia.com](mailto:kitlotusmail@virginmedia.com)





## Lotus weird stuff and ephemera

This section is starting to throw up some of the stranger things we Lotus model collectors save that are down right odd or extremely rare, or, are part of the inevitable ephemera which arises out any collecting hobby.

Clive Rigby sent me these pictures of a Lotus 78 he bought from a Hong Kong toyshop many years ago. Not weird but part of a series of 1970s F1 cars which he also bought, each one with a huge ticket price of



\$HK 19.90 which equates to about two quid!! These bargain models were released by the EIDAI Corporation. It pays to keep an eye out for stuff, just like the JPS cigarette cylinder and matching lighter Clive picked up at an autojumble attached to this year's Paris Retromobile. I did ask if the cylinder still contained the fags but no, and no health warnings in those days either. At race meetings, the JPS girls used to walk around handing out ciggies to spectators. How times have changed.

As we were mentioning paper models in the editorial, my thoughts went to this card press-out model that I have had in my Lotus archive for ever. Quite why I bought it will never be explainable. There must be oddities in your collection, let me know, send a picture.



## Lotus model news

TROFEU, masters of the Lotus Cortina in 1:43 scale rally trim have found another obscure livery and released this version of the Mk 1 crewed by Colin Sclater and Martin Holmes on the 1968 RAC Rally of Great Britain and sadly only managing to get as far as special stage 4 before the clutch failed. As colour schemes go, this one is uninspiring and appears to be a 'ran out of paint' solution but TROFEU continue to release versions of the model which must appeal to Lotus Cortina fans. It is almost as if the Lotus Cortina is to TROFEU what the Ford Model T van was to MATCHBOX and LLEDO. Nevertheless, the models are excellent replicas with a decent amount of detail and a high level of accuracy. Cost around £80 from you favourite vendor.



Although I always seem to be telling you about a new Lotus Esprit model with every issue, another well trodden path for makers is the Lotus 49. SUNSTAR recently announced the Emerson Fittipaldi Lotus 49C from the 1970 British Grand Prix in 1:18 scale. Now, SUNSTAR are reasonably priced so convincing collectors you are going to get bang on accuracy for less than half the cost of say a TECNOMODEL or GP REPLICA could well be a little difficult. Rear pictures of this 49C for example depict white oil coolers tucked under the rear wing. I can't recall ever seeing this. But, budget priced or not, I and all collectors should have a beef with many 49B/49C replicas and I have been saying this since Volume 1, Manufacturers, will you please stop producing Lotus 49s, dressing them up in Golf Leaf Team Lotus colours and passing them off as 49B or 49C. How can they be called such when a basic element of the 49, the bottom rear radius rods mounts, are fundamentally incorrect. If used in the same way on a 49B/C it is a major error and obvious above all other errors. The other errors generally made include the front top wishbone angle and the rear suspension subframe.



Despite the whinge, it looks like a very decent model for top end 1:43 money rather than top end 1:18. It is hard to determine from photographs if that rear suspension is hanging on the revised 49B type subframe or the original Lotus 49 'fir tree' frame. However, even at a great price point, Lotus model collectors can be very discerning and there are quite a few Lotus 49 offerings currently on the market in this scale, admittedly much more expensive but truer in detail.

## Lotus model news



Any new Lotus kit from the Model Factory Hiro stable is big news, especially when it comes in the larger 1:12 scale and especially when it comes as a full detail kit.

Scheduled for an April launch this multi media kit is bound to attract sell out status very quickly despite it being the first Lotus after the successful 99T and thus the start of the final decline of our favourite racing team. That despite early promise with two top six places on its debut Brazilian Grand Prix of 1988 piloted by world champion Nelson Piquet—defected from Williams—and Satoru Nakajima in his debut season. Third place for Piquet and a sixth for Nakajima wasn't a bad start. The Gérard Ducarouge/ Martin Ogilvie designed 100T delivered 3rd places for Piquet in San Marino and Australia but Nakajima struggled to manage any better than his Brazilian 6th place, suffering a series of 'offs' during the

year and a couple of mechanical failures alongside a trio of 7th places. Winner or not, the lack of success at this level with Team Lotus never puts off model makers from producing super models and each new MFH model comes with ever greater detail.

Heart of the 100T was the Renault Sport RA168E v6 engine, kicking out up to 675hp through its 6 speed Hewland gearbox. The model includes crank and pistons which when assembled and moving beautifully, will be covered for all time by the cylinder heads and cam covers. I can never get my head around the reasoning for this, as with the MFH Ford DFV but, whose to say the modeler won't choose a paddock or pit scene with the car being worked upon? Mostly I suspect, the engine will be buried under the fuel and ignition systems as part of the intended display mode. All this of course is there and for many modellers, even if you can't see it, you know it is there in perfect detail.

MFH provides us with a host of detail parts in different media, whether it is resin, metal, etching, rubber or wire or cord there is enough not to have to dive into the aftermarket, although essential if you want your model to wear correct Camel sponsorship livery. There is a lot of electronic componentry on these type of turbo F1 racers and so 3D printed ECU boxes and plenty of cable connectors are included. Pre-printed tyres are a nice touch and you will also find as options, the small differences between the cars of each driver. At the time of writing this, I haven't found any vendors with pre-order, but judging by what the recent Lotus 88B cost, expect to pay the north end of £600. The kit comes out of MFH at 75000 JPY, about £395, plus tax, but, we then have to ship it, see it imported and distributed. Keep an eye on your favourite vendor if you want one.

Form coupled with function, first became a reality at Lotus when Colin Chapman designed his Mark 8 and included the Costin touch. The car took fastest lap at its Oulton Park debut, won it's class at the 1954 British Grand Prix meeting beating the quad-cam Porsche of Hans Herrmann and enhancing the growing reputation of Lotus cars.

This 1:43 beauty from SPARK is available from what is becoming the top venue for scale model Lotus, Classic Team Lotus (other vendors are available) for £75 plus postage.



## Lotus model news

Update from Lake Front Models Japan, the two Lotus 7 models featured in the last issue in 1:43 and 1:32 scales can be shipped at a cost of 13900JPY for 1:43 and 11000JPY for the 1:32, both subject to shipping costs. Enquire direct at lakefrontmodel@gmail.com. I hear also there is a 1:24 version in the offing.



I noticed these KINSMART Lotus Emiras which are available in several colours and very cheap so don't expect the finer detail of other makers. The scale seems to be declared as 1:32 by some vendors but it definitely says 1:34 on the box. You can expect a lot of speculative prices on the internet varying from less than £8 right up to over £40. Some people are taking the rip out of collectors, so beware. I can't tell you much about the range but it appears they are marketed as a shop counter item dispensed from a tray rather than an individual box. They previously released the Exige in the same price range. Obviously toys but have possibilities for modification, just be careful how much you pay and where you get it from. There are various colours including this 'heritage' black version below.

Sticking with the Emira theme, I have been searching for information about this battery powered kiddycar (below) without much success, apart from a few offered for sale on the internet where they seem to be readily available for around £150



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