



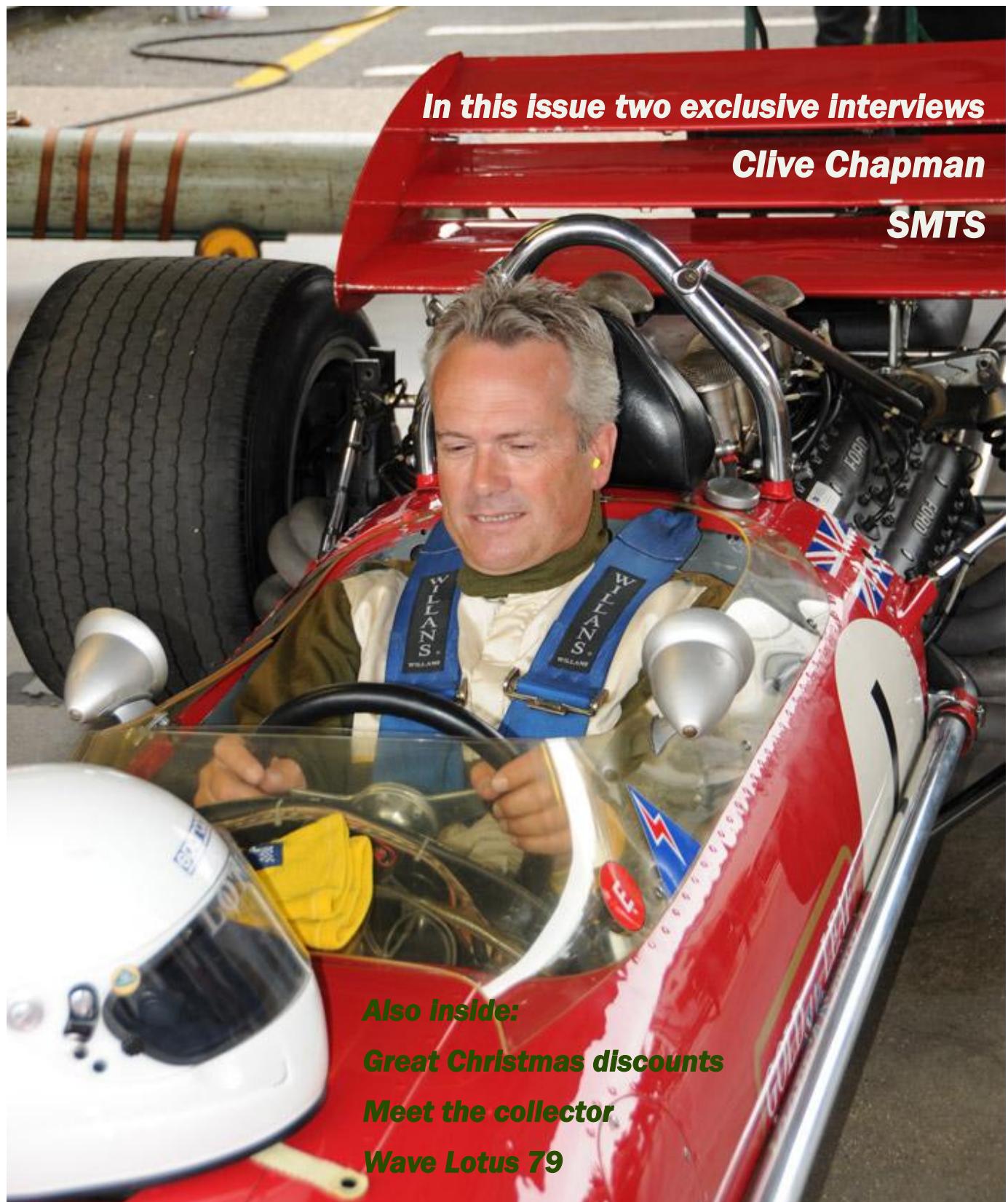
KIT LOTUS

Volume 5 Issue 6 December 2012

In this issue two exclusive interviews

Clive Chapman

SMTS



Also Inside:

Great Christmas discounts

Meet the collector

Wave Lotus 79

Photo: Classic Team Lotus

Kit Lotus Editorial

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

It is my pleasure to open this issue of Kit Lotus, the last of Volume 5 and the completion of the first five years with two significant interviews. Firstly with the man who helps makes us all tick and the centre of the Lotus universe, Clive Chapman.

Clive gave up some of his busy schedule to talk exclusively to Kit Lotus about the significance of model cars in the overall scheme of things at Classic Team Lotus. Our cover shows a proud Clive aboard one of the collections special cars the Lotus 49.

Alongside the interview with Clive Chapman, I had the good fortune to be on the south coast in early October for my day job and so I seized the opportunity to ring Keith at Scale Model Technical Services, that's SMTS to you and me, and make arrangements to visit and interview him and his partner John for Kit Lotus eMagazine. Both these interviews are set to fire your enthusiasm but for me, to have both in this issue helps seal the final chapter on the first five years of Kit Lotus.

Also in this issue, Kit Lotus continues to obtain benefits for its supporters as we approach Christmas, and I am very pleased to announce the generosity of Win Van Vlasselaer at Bestbalsakits who has kindly agreed a 10% discount to Kit Lotus readers on any Lotus related item plus some of his BBK brand upgrade parts during December. Make sure you email your request quoting the offer. His BBK range includes some Lola/ Aston Martin conversions if you are that way inclined but I'm sure he will have those Gold Leaf decals you need to finish your Ebbro 72C.

Keith & John at SMTS also recognise our readers and supporters and have given a generous 20% discount on their range of Lotus models during December. This issue is released early so take advantage and reciprocate with your Christmas Lotus Kit requests.

Enquiries to:

bestbalsakits@telenet.be

Smts.models@btconnect.com

Make sure you quote Kit Lotus in your enquiry.

I couldn't finish the first five years without inviting Simon Parsons to take part in our meet the collector spot and Simon gives an insight into what makes him tick as a Lotus collector. He also contributes once again with the Wave 1:24 Lotus 79, another superbly built model , his fabulous 1:43 Lotus 12 is also featured in the SMTS article.

On the building front, my efforts have slowed somewhat with the Studio 27 Lotus 79 coming along slowly but nicely, I'm finding that more than a little alteration is needed to make things fit correctly. I too have started a Lotus 12 but it is just at the cleaning up stage, hopefully there will be some days over winter when I can get the heat on in the garage and do a little painting.

But enough of all this first five years stuff, what about the next? Well, I can tell you it is full of optimism. Volume 6 should kick off with news of our two planned shows early in the year. The first at Race Retro where Lotus is a featured marque and we are preparing a Jim Clark display to commemorate 50 years since his and Lotus first world championship. The show takes place at Stoneleigh Park near Coventry over the weekend of 22/23/24 February, buy your tickets on line and you will save money. If you fancy having a model or two displayed let me know. The second show will be the Club Lotus Show & festival at Donington in April. Both dates will give us the chance to meet more of our readers and supporters.

Whilst writing this Kimi Räikkönen is on the telly winning the Abu Dhabi Grand Prix, wow! A car with the Lotus name in top spot. A win has been on the cards all season but still doesn't have the same impact as it would if the Hethel team were still behind it all. However, Grand Prix Lotus cars have been hitting the headlines in the various masters and historic series.

Back in September the Glover Trophy at the Goodwood Revival meeting fell to a Lotus 25 1-2. Back in 1964, Jim Clark won the Trophy at Goodwood in the 25 driving R5 with Peter Arundell backing him in second place in R4. This year it was Andy Middlehurst in R4 and Nick Fennell in R5 doing the green and yellow double. Surprisingly, this iconic formula one race failed to feature in the BBC's highlight show.

Another surprise given the race history of the actual car, the Lotus 76 of Andy Beaumont featured well in ***Continued.....***

Editorial continued

Historic F1. Expertly steered by Andy to 6 out of 7 class wins. Plus, a return to the historic Dutch seaside circuit of Zandvoort saw Manfredo Rossi di Monteleri win at a canter, both heats in his Lotus 80, so that is three proper Lotus cars we can really relate to and we can confidently put them as proper Lotus in our display cabinet.. Even better news, they are all available in 1:43 and 1:20 scale.

Not sure if I can claim any influence since I published pictures of the 1:12 Tamiya Lotus 49 which I converted to the Tasman 49T driven by Jim Clark to clinch the 68 series (right), but slot car makers Scalextric have now released the same, Jim Clark's last 49 (below) which shows even mainstream has an eye for detail and for maximising the marketing opportunity of course but it is nice to see it happening.

Back to those plans for next year and a Slot feature is scheduled to appear in the next edition which I hope will be attached to an interview with Alan Morgan, Chairman of Club Lotus and a dyed in the wool slot car enthusiast. Also two more amazing collections, one in Germany and one in Northern Ireland will be featured.



A big wish for 2013 is to have the first five years of Kit Lotus printed and bound into a hard copy volume. As yet plans are anything but an idea with some budget planning thrown in but I did trial a couple of copies of the first four years. It came about through a contact at a large corporate firm with an equally large print room and was done as a favour. Staff in the print room found it a perfect distraction from producing corporate documents

all day and whilst the finished product was very basic, I was pleased with the help and extremely grateful of the outcome I got especially as the print room manager, with not an ounce of interest in cars let alone scale models, is named Colin Chapman!! How cool is that?



They say imitation is the sincerest form of flattery which is why I draw your attention to this 1:18 set of Lotus pit crew figures from 1977. By True Scale Miniatures and available from Classic Team Lotus, this set along with TSM's 1:43 version of the same crew just about completes the JPS figure sets. Available for some time and now re-released, Tamiya have both 1:20 and 1:12 so just about every range is covered. Hopefully, the TSM release will signal the imminent arrival of the 1:18 Lotus 78 which has sat on their forthcoming items list for some time.



Happy Christmas to everyone, thanks for all your support and I hope to meet more of you again next year

JT

An exclusive interview with Clive Chapman

Kit Lotus began as an eMagazine written by a Lotus fan with a passion for building model Lotus cars. The purpose was to join up with other Lotus fans with a similar passion and share a hobby that had been solitary up to that point. The plan worked, building Lotus model cars is no longer a solitary affair with subscribers joining in from all four corners of the globe.



Lotus models on display at Hethel 2009

Now almost five years on, Lotus model enthusiasts gather together to display the same models we write about, at Lotus shows and other events and Kit Lotus has evolved into the only organisation dedicated solely to scale model Lotus cars almost as a specialist club for Lotus enthusiasts, a perfect complement to the clubs catering for the full sized cars.

The availability of new model kits and die cast models finds its origins in the market it caters for. Whilst ever there are Lotus enthusiasts in large numbers, there will always be a market for models. More importantly, whilst ever there is the heritage of Lotus being perpetuated, there is a reason for the clubs to thrive and a reason for fans of the marque in general to have a continuing affiliation with that heritage. The appeal of modern Lotus cars also perpetuates the heritage as younger owners inevitably are drawn to their legendary origins.

The existence of Classic Team Lotus is the very hub which drives the continuous appeal for Lotus

enthusiasts. Without it there would be much fewer opportunities to obtain specialist scale models because the manufacturers wouldn't be able to generate the same appeal. Without it, there would be less of a reason and less of an interest in something such as Kit Lotus.

Kit Lotus is approaching its fifth birthday, a significant milestone. For that reason having an interview with the man who inspires it all, Clive Chapman, would help position Kit Lotus as an organisation which plays its part in preserving the heritage. Clive very kindly gave up a few minutes from his busy schedule to answer some model related questions.

I asked Clive:

Q. Apart from other merchandise, model cars appear to have a significant part to play within Classic Team Lotus, could you put some context into that and describe how important a role they play?

A. *Model cars provide an important source of revenue which helps Classic Team Lotus preserve the marque and the collection. Similarly, in a role reversal, the collection provides model producers with a unique opportunity to replicate authenticity and accuracy. If for example they wish to make a model of Graham Hill's 1968 Monaco Grand Prix winning Lotus 49B, they can see the car, examine the original design drawings and uniquely, talk to the mechanics that built and maintained the car. No other car collection could offer the same.*



Model companies can call on the combined resources of Classic Team Lotus to produce replicas like these

Clive Chapman interview continued.....

Q. Given the diverse nature of the model car market, with lots of artisan small volume specialists competing alongside the multi million pound mass markets, do you have different strategies for licensing?

No, the licensing principles are the same. As with Group Lotus, CTL has a responsibility to protect its brand. CTL will only licence the team cars, either the formula monoposto cars or the



Clive prepares the Lotus grand prix cars ready for the greatest show on earth, the 2010 Lotus Festival at Snetterton

sports/GT cars which the team built and ran. If you want to model an Elan for example, you need to be speaking to Group Lotus. We find very few Lotus models come to the market unlicensed and we take a view on how each one is approved. It depends on the size of the producer and we recognise how many models the producer is likely to make, this way the cottage industry is encouraged just as much as the bigger manufacturers.

Q. Without being specific, are you able to comment on how easy it is or not, to deal with the model manufacturers? For example do you find them to be true enthusiasts with a genuine affection for Lotus or just hard headed businessmen?

Generally, we find all manufacturers very nice to deal with, whether it is Pauls Model Art, Tamiya, Carousel or any of the others, they are nearly all genuine enthusiasts. It never ceases to amaze us how extremely hard they work to go that bit extra to ensure authenticity and accuracy in their products. We encourage accuracy and wouldn't be keen to authorise a model which but for a little more work, would lack the detail that would make all the difference and satisfy the expectations of model collectors.

Q. Do you have any influence on the choice of models manufacturers produce and has there been an occasion where you have approached a manufacturer to suggest they produce a particular model? I ask this question because there is a lack of availability of larger scale (1:20) and above of the 12,16 and 18 also because there seems to be times when everyone is making the same model, for



Gorgeous Lotus 16, come on you model makers, let's see a 1:20 scale Kit or 1:18 diecast

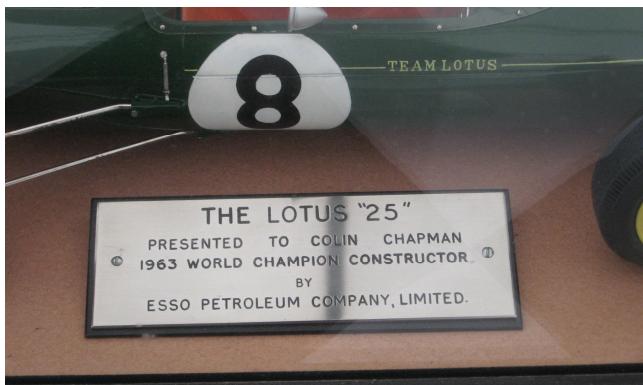
example the recent spate of 79s.

We try and encourage makers to influence their choices towards some of the lesser represented Lotus types. We know of the 16 and 18 made by SMTS of course and we have recently licensed a Type 12 but in 1:43 scale , we aren't aware of any bigger scale models of the early Lotus but it would be nice to see. We also try and steer makers to explore different versions of a model like the 79 to give them the opportunity to avoid duplications with other manufacturers. One maker is currently producing a 1:8 scale Lotus 38.

Clive Chapman interview continued.....

Q. In 2010 at the Snetterton Festival, you gave Kit Lotus the opportunity to put on a display and within that, allowed us to display your own models, some of which belonged to your father, the fact that these models are in superb condition so many years on, did you and your father share an interest in models and did you build model cars as a youngster?

Our Dad had an eye for excellence and was interested in good models, I remember making them and proudly presenting them to Dad as gifts for birthdays and Christmas. He would appreciate them but I detected a little roll of the eyes on a couple of occasions. So yes, is the answer, very much encouraged by Dad I would build Tamiya kits and my sister Sarah also turned her hand to building a Tamiya Lotus Type 72 which survives today thanks to some subtle breathing on recently by Martin Ogilvie.



Q, so, do you have a favourite?

Yes, it has to be the Lotus Type 25, the one you displayed at the Snetterton Festival in 2010 which is the one ESSO presented to Dad to celebrate winning the 1963 Formula One World Championship. It is just superb and represents the clean lines of the grand prix car as well as being superbly made.

The theme throughout this brief interview was one of encouragement, given freely and unequivocally and has hopefully given an insight into the relationship between the full size Lotus race cars and their miniature imitators from the man at the helm. I'm sure fans and enthusiasts like you and I will take this encouragement and continue to grow our remarkable hobby.



"It is just superb and represents the clean lines of the grand prix car as well as being superbly made."



More Chapman models, the Essex liveried Cessna

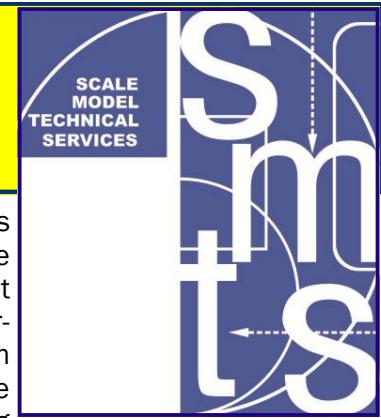
On behalf of all Kit Lotus readers, I would like to thank Clive for giving up his time to share this insight with us. **JT**

Catch up with Classic Team Lotus on their website

www.classicteamlotus.co.uk

Regular quarterly bulletins give all the updates on the Team's activities

An interview with SMTS



Not sure what William Duke of Normandy would have made of it when he visited Hastings, but in the small almost rural industrial estate named after the conqueror and nestling amongst the trees in 1066 country, SMTS have their 1200 square foot workshop. The size belies the hive of activity within, totally dissimilar to some of the neighbours, a licenced sex shop and a micro-brewery which puts the venue as ideal for the three things close to most male hearts? Of course I mean model cars, beer and more model cars!!

This hive of industry is the first thing to strike you as you enter the building, with 10 full time employees all fully occupied making models.

After our introductions and giving Keith some background to Kit Lotus, it soon became obvious that



Some SMTS classics on display

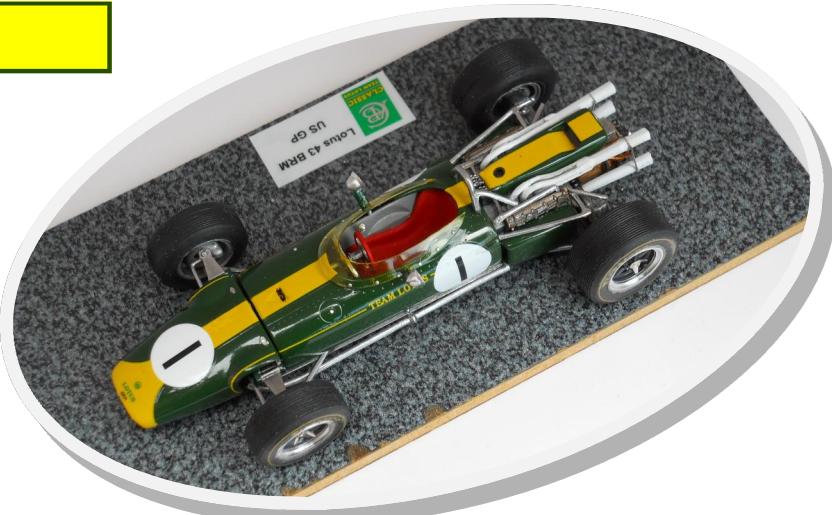
this business is fired by a passion which began many years before with a fascination for anything miniature. School trips to the Science Museum would see Keith looking out for the models of the exhibits rather than the exhibits themselves and the usual enthusiasm for model aeroplanes, ships, military and cars accompanied this enthusiasm for anything miniature.

Like many of us of a similar age, motor racing held our attention even though we were in the days when motor racing just didn't feature on the telly, if in fact you had a telly. It wasn't long before the exploits of a certain Jim Clark had a big influence on Keith but strangely,

Keith recalls that it was whilst he was at the 1968 BOAC meeting at Brands Hatch and hearing the tragic news from Hockenheim he became a true fan, describing the general all round genuineness of Clark which had the biggest influence upon him.

Fast forward to university and Keith found himself with an art degree and a profession as a Technical Illustrator. For someone with a passion for all things miniature, he landed a dream job with Western Models, the biggest producer of specialist white metal models in the country along with industrial and quarter scale wind tunnel models for automotive work. This is where he met his future business partner John. They worked together for six years and when Western began to fade they left to form Scale Model Technical Services in 1983.

Behind the passion for model cars in particular and for motor racing, there lies a strong business sense and one which has given the two partners that rare opportunity to make a living from their hobby, normally a part of your life with a different passion to your day job. A small industry like SMTS doesn't survive in the hard times we have faced and are still facing without having the right approach and letting the business head over rule the heart. A factor which in reverse has seen the demise of many small modellers with dreams of making a success out of essentially a hobby. One of the best things SMTS did was to buy their factory as



the business grew to over thirty staff. When bad times arrived the inevitable shrinkage was buffered by having strong assets to liquidise and down size to where they are today.

SMTS continued

I mentioned 10 staff earlier but imagine how many models have to be sold just to keep hold of the salary bill? Be in no doubt, this business is a success, has strong foundations and a future to match the past. It is also a testament to the strength of partnership between Keith and John that amongst the 10 staff are veterans of 20 years, 10 years, 15 years as well as recent appointments, all of whom are very skilled and dedicated to what they do.

So what about the models? SMTS are white metal model makers but they do use resin from time to time. Looking around the workshop, every inch of space is used and despite John suggesting they don't get time to clean up and that some of the stuff needs chucking out, the place is an Aladdin's cave for modellers. Every piece of kit you could think of to make those exquisite replicas. Just imagine if you had a shed this big and full of the same interesting stuff?

Centrifugal casting is labour intensive, producing patterns and masters is just as labour intensive and requires meticulous attention to detail.

No magic cad-cam, just photography and measuring in the traditional manner is the way models are produced unless you have the Lotus connection where Clive Chapman allows access to the vast library of original Lotus drawings held in



the Hethel archive. Everything is made by hand. The patterns used to be made 'in house' until the pattern maker left to get married and move to Staffordshire but now he still provides the same magnificent work as a sub-contractor which still allows SMTS to keep control over the quality.

Keith uses his artwork skills to produce the base for photo etching which is also sub contracted. Some readers will remember Roger Taylor (not the drummer in Queen) for his technical illustrations in various magazines. An SMTS veteran, he now

produces the artwork for decals having first taught himself the dark art of the computer. The cost of decals for a full livery can be almost as much as the model components and so SMTS have looked eastwards for their supply, not China but Serbia, is where Roger's artwork ends up, it all helps to keep the cost at affordable levels.

Two centrifuges are working nonstop to make the model components and not all for model cars. Nowadays, cars are only a third of the output from SMTS. Construction models form another and very important third of the business and unlike the cars, they are sold as complete built items and around £300 a throw is the going rate. As you would expect, they are correct in every detail with scale working replicas of the hydraulic rams to steer, lift and change direction being part of the finished item. The third Third and equally important Third, is aircraft, with a scale of 1:200 each one is cast in pewter rather than white metal to add some rigidity, each one is individually soldered together before being painted and finished. Today a batch of BEA Tridents were primed and ready for painting. Keith outlined plans for extending the spray booth by just one metre which will give the capacity for two sprayers to work side by side in the spray booth at any one time. The diversity of product helps support the core business of model cars and ensures we continue to have something to look forward to.

The lifeblood of any casting business are the moulds, SMTS is no exception and the 'small' pile shown in the workshop is just a few of the many which fill a storage container sitting adjacent to the workshop.



SMTS continued.....

So what of the Lotus connection? Despite the affinity with Lotus, the Arrow A6 was SMTS first model, thanks mainly to Keith's acquaintance with Jackie Oliver who would get him to paint sponsor liveries on Oliver's 1:4 scale wind tunnel models as he strove to obtain sponsorship. The models had originated from Western and Oliver would send the models to Keith to use his art talent by painting a livery over the weekend for Oliver to show sponsors in the week. Apart from the extra cash there had to be another reason for Keith to give up his weekends, I suspect it was Jackie Oliver's girlfriend who was a member of the dance group Pan's People but was tasked with the job of delivering and collecting the models to and from Keith.

The lack of any new Lotus models coming through (Modern stuff is not much of an interest to SMTS) inevitably means there are fewer new Lotus releases. The 38 was the first Lotus SMTS made and has become the best seller since first being introduced to the US market and is still popular. The 25 and 33 are being re-tooled to improve the product but SMTS are being careful not to push the price into the Tameo super kit range which may have an adverse effect on sales. Most of us would agree that the models are exquisite in their own right and don't need too much super kit attention. My all time favourite SMTS kit is the Elan Plus 2 which I have had in my collection since the early nineties,



Keith confirmed that the model is still in the range and that small runs are often cast with everyone usually being sold.

New Lotus plans include the 6 and the 64, chalk and cheese you might say but both very important additions to the range. Neither model is imminent but the 64 is likely to see the shops first. Talking of shops, SMTS have recently taken to selling the models direct via internet sites which has boosted

sales but keeps John busy for hours listing each item individually. They are at pains to stress that the prices direct from SMTS don't undercut the retailers but for the modeller without any retailer loyalty, buying direct from SMTS would be the best way to ensure the output continues. In this day and age when specialist retailers are as rare as radium and not committed to take significant stock, SMTS have to think of number one first (my words not theirs). Not only that, businesses of this size can't run to a full marketing budget. The price of even a small ad in a publication never justifies the outlay so selling direct not only makes the product more profitable but doubles up as the advertising medium through the potential of repeat business.



I asked about the link up with CTL and the benefits that licencing and approval might have. Apart from the technical help mentioned earlier it adds some gravitas to the product to have the approval of the original maker but doesn't have a big effect on sales. For the buyer it puts a notion of us all being in it together because we understand that the quantity is small and the corresponding licence fee wouldn't be that significant to the team. However, having the approval also confirms recognition of both the maker and the model collector by the approver as important links in the overall concept. Unlike the modern F1 teams, Keith commented about a previous attempt to make modern Formula One cars but the fees demanded by the teams were unrealistic. Long gone are the days when teams would be happy for small model makers just to give a few complimentary models for the privilege of approval. Similar links exist between SMTS and Aston Martin with Clark's Essex Wire Zagato currently being tooled.

Model cars are just a part of motor sport as anything, witness to this is the steadycont'd

SMTS continued.....

stream of clients looking for models of their race cars with some racers becoming regular collectors. On the other hand some racers with megabuck race cars and big per race costs turn their nose up at paying £150 for a hand built bespoke replica of their pride and joy.

Both partners seem to have a plan for the future, not that they are looking to retire just yet but through good business judgement have arrived at a point where SMTS is much more an enjoyment than a job. When I suggested that he could leave modelling every day and do something different outside of business hours, John confessed to also being a modeller in his spare time and is looking to conclude the building of a large scale model of the tea clipper Cutty Sark which he started 15 years ago! Keith lets go a little with his road going Porsche and his recently acquired Lotus Elise. Both partners have a passion for old cars, John being the custodian of a brace of Vitesse's, an SD1 Rover and another Triumph whilst Keith needs to find time to rebuild the Aston Martin DB2-4 he owns, currently languishing in bits.



(photo John, left Keith right)

So what of the future? It looks good, with a couple of long term options which will continue to provide us with almost the last bastion of serious white metal model making in this country. I don't mean to be unkind to the other white metal and resin modellers but they just aren't in the same league and I suspect neither are many of the foreign makers in this niche market. Apart from the set up, you only have to look at the components in the kits to realise the effort which goes into ensuring SMTS models are well engineered for ease of assembly. All too often, model kits with lots of promise have to be seriously modified to make them ready for assembly, you won't find this with kits from SMTS.

Mass produced makers aside, a typical run of white metal models is 100, some go longer, the 38 for example and some of the construction models from SMTS have numbered up to 800. But, there is stiff opposition from the resin cast makers operating out of China and now making some of the lesser known models in fairly short runs (for a mass producer) but there will always be enough of a niche for SMTS. Whether it's a commission for a batch of Indy Cars, or a model aimed at the one make enthusiasts like us or a new batch of Lotus, it would be hard to imagine that the production workers in China would ever match the passion of those boys working for Keith and John nor for Keith and John's determination to continue.

JT

Meet the Collector

'Meet the Collector' this tome links neatly in the SMTS interview and features Simon Parsons, a Kit Lotus regular and an extraordinary exponent of the 1:43 as his SMTS Lotus 12 clearly demonstrates.

I finally got Simon to pen some answers to our usual



questions with the following results:

Q. When did you first become a Lotus enthusiast?

I really have only recently become a Lotus enthusiast. I started following Formula one back in 1980 and then Lotus was just another F1 team, but I remember thinking, back then, that the Essex livery on the Lotus 81 was the most attractive on the grid!

Meet the Collector continued.....

Q. What was the biggest influence that drew you in to Lotus and Did that coincide with collecting Lotus models?

The reason that I started collecting and building Lotus models stems from a visit to the Newhaven Fort Model Show, several years ago. I had always built model kits and for most of that time they tended to be model cars. After many years however, it seemed that I didn't have a collection of anything in particular, many models being lost, given away or falling to bits in the attic. At the afore mentioned show, I met Paul Fitzmaurice, of Little Cars, specialising in 1:43 model cars. I hadn't given much thought to building this scale before, I had always considered that it would be too hard and fiddley. Paul , however, carefully explained the advantages and pitfalls of building in such a small scale and after a prolonged discussion, I was hooked. It was a no brainer after that to gravitate towards Lotus, I decided then that it would be better to concentrate on building one particular collection of something and with all of the various single seat and sports car variations over the fifty odd years that Lotus has been going, my mind was made up.

Q. Do you have a preference for die cast or kits?

I have two die cast lotus models, which I really like and are beautifully made, but I much prefer the challenge of building from a kit and so far, I haven't displayed the die casts at a show.

Q. Do you have a favourite brand either die cast or kit?

I don't really have a favourite brand. I get very excited when a new model of a Lotus appears on the market, regardless of the manufacturer.



Q. How big is your Lotus collection and do you collect other models?

My 1:43 collection has now overtaken the forty built models total, with over half that number still to build. I definitely need to win the lottery, retire from work and spend all my time making Lotuses. I might, just about, get a decent collection by then. I haven't made any other models (Well maybe a couple of Cooper Bristols for a friend) I have recently started buying a few 1:20 Lotus kits though, blame Steve Griffiths, for commissioning me to build a model of his Lotus 101 for this.

Q. What is your favourite Lotus model car and why?

I have two favourite Lotus models, after careful consideration, the SMTS Lotus 12 and of course, the 1:20 Studio 27 Lotus 81 (back to those 1980 halcyon days!)

Before I finish, I must thank John and his brilliant Kit Lotus magazine for the real reason that I'm such a Lotus fan. He has organised and continues to organise, model displays affiliated to Lotus



Simon's favourites (left) Lotus 12 in his signature 1:43 scale and the Lotus 81 (above)



www.kitlotus.com

Wave—Lotus 79 1:24 scale

I'm not sure how old the kit is , probably approaching twenty years and brought out under the rather grand title 'Grand Prix Memorial Collection - The Legend Lives On'. Nowadays Wave Inc. concentrates on sci-fi and Gundam models

The model is typical of the type, with a one piece resin body, push in monocoque and white metal front and rear wish bones. A few bits of PE are also



present for the wing end plates etc. The first thing that you notice when you open the box is the crispness of the resin moulding, this is just as well as parts such as the side pod radiators are already moulded in. After the usual clean up of the parts, I primed all of the bits and pieces, I have recently discovered the 'fine' Tamiya grey primer, this goes on like poured cream and eliminates the need to have to wipe the primed surface with a soft cloth, to get rid of any imperfections in the paint. I recommend it, especially for the 1:43 modellers amongst us. I Painted the black parts with Tamiya TS gloss black, this goes on with a nice gloss shine, but doesn't take well to being polished afterwards, it goes a sort of very high gloss grey, it may be that I need to try Halfords gloss black next time.

What you can see of the monocoque is a small oblong bath tub, with the seat already moulded in, so I sprayed this matt black, then painted the rest Humbrol aluminium, finishing it off with a Eduard seat harness, I use these all the time in 1:43 and find them great! but didn't like the 1:24 version quite so much, but hey ho, that's just me! There is no engine detail to this model, just a fairly well moulded gear box, that the axles, suspension and wish bones glue onto. These affix to the rear

bulk head and are fairly well hidden by the back bodywork, so I was able to spray the 'box silver and then brush a dark wash over the whole, picking out a few hose couplings and lines, to add a bit of detail.

The wheels weren't great I'm afraid, the cast white metal requiring a lot of polishing to get them to look half decent. They had to be ground so much that the hubs fell out on the rear wheels and are re-glued slightly off centre, don't look to closely!! also, the hard resin tyres aren't a great fit and had to be thinned out on the insides.

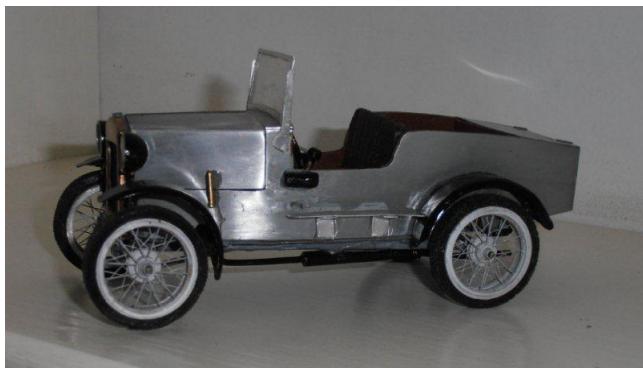
Putting the decals on any JPS Lotus is quite tricky, due to the thin pin striping and this model was no exception. All was going well however, until putting one of the Goodyears on the rear end plate, which sadly disintegrated. I hit upon the brainwave of getting some decals from 'Pattos Place' to replace this one bit of damage, as Bruce Patterson's site was the only place that I could get 1:24 Lotus 79 decals. The decals that came with the kit were a bit too yellow, so I asked Bruce to make his decals yellow too , instead of the correct oatmeal. This he did and when they arrived ,they were dayglo yellow!! also a little bit oversized compared to the Wave decals, so the match is very far from perfect.

I finished the car with some after market PE d Zus fasteners and rivets to add a little bit of a 3D effect, all in all, the kit builds up into a fairly nice representation of the Lotus 79.



Bits and pieces

Mike Serrurier has re-vamped his Lotus 1 Austin Seven Special in 1:18 scale, it has a more crisp finish than before and has re-worked mudguards



and headlamp brackets. Everyone is individually made and has the timber lined with aluminium



construction staying faithful to the original. Still a kerbside model, give him a yell at mike@telkomsa.net



We sometimes feature museum pieces and I couldn't pass up this opportunity to share these cars. Unusual in that these two gems sit amongst hundreds of American classics in the newly refurbished and recently opened Le May Automobile Museum in



Tacoma, Washington. Initially they had the Lotus 35 billed as a formula one car but they have got it right by the time it went on display. Also a rare opportunity to see this Lotus 56, driven by Graham Hill at the 68 Indy 500.



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