

# Marsden on Models

Article and Photos by Jim Marsden

## Lotus Card Models

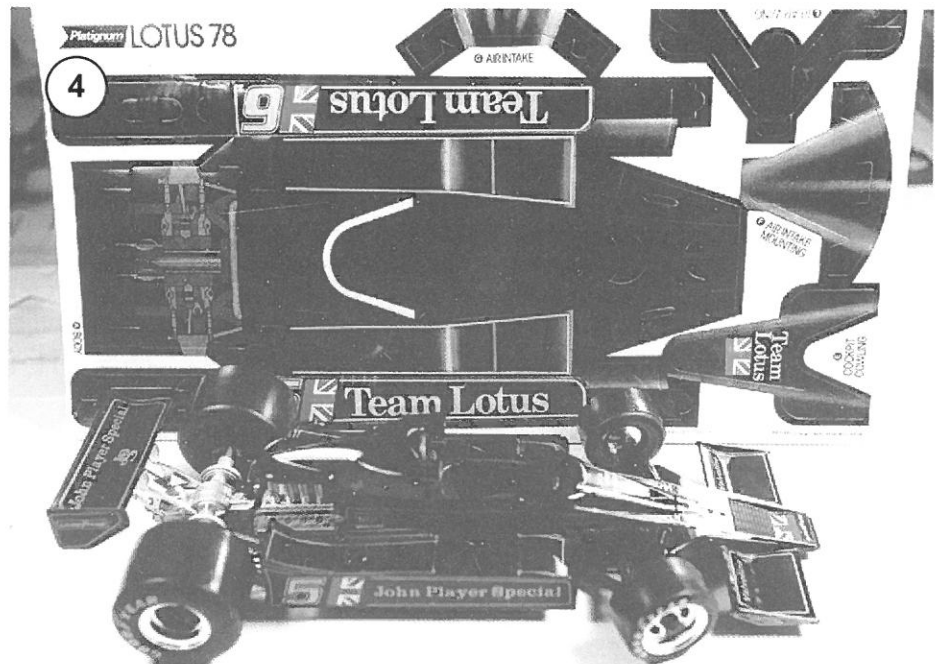
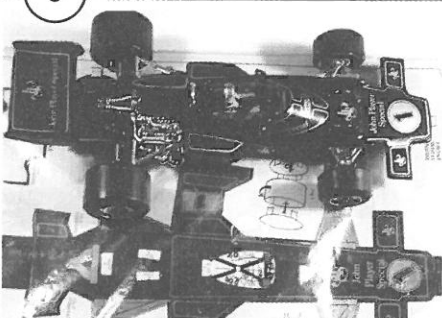
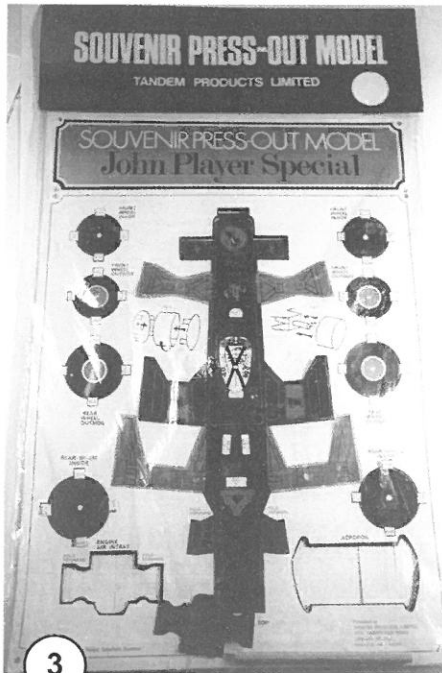
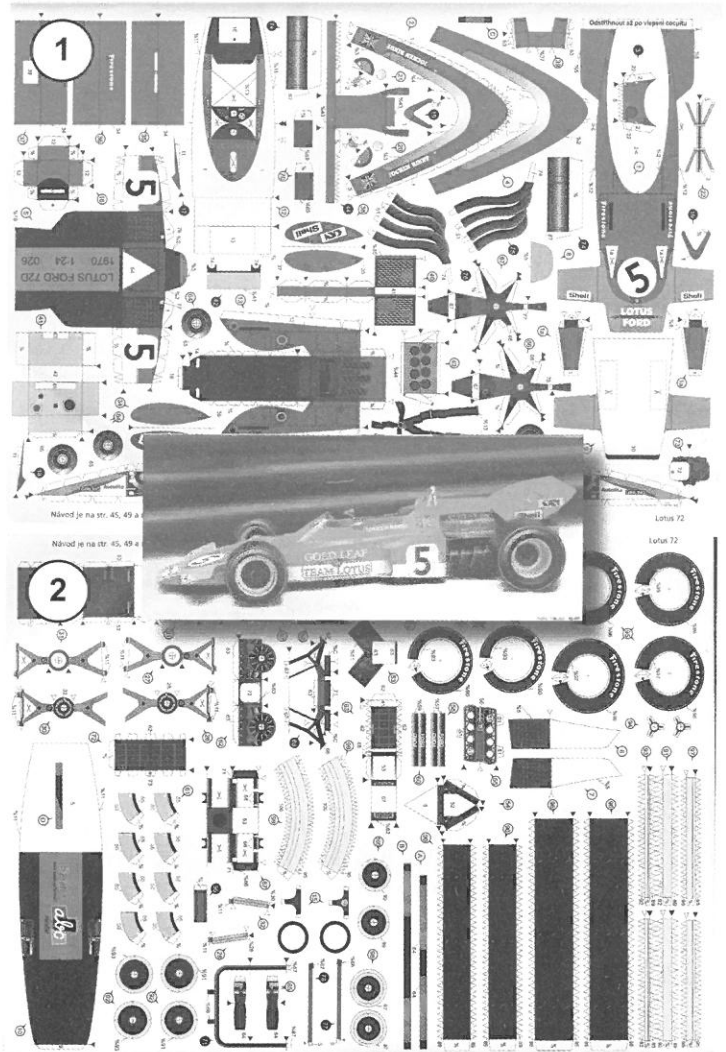
There's another side of model making/collecting that probably has limited appeal to most enthusiasts, but, as an architect it's an easy transition for me preparing scratch-built card or foam-core houses and buildings for my clients means that the printed counterparts are naturally attractive. I (gulp) have many bags full of scale architectural landmarks of the world, as well as local Colorado sights. Actually, I've only built one of my punch-out buildings: New York's Trinity Church. Instead of buying a little cast bronze of a famous place or a postcard, I get a card model – I've also got a number of "pop-up" books of important things, such as the delightful Formula One Pack. As my two hobbies collide (Model cars and architecture), one can sympathize with the fact that I have many card or paper models of cars, including Lotuses.

A recently acquired model printed on heavy paper in a children's magazine ("ABC") devoted mostly to all kinds of subjects (buildings, an F-16, a front-end loader, a rock-band diorama, etc.) and a Gold Leaf Team Lotus

Type 72D-Ford F1! It's an 1:24th scale replica of Jochen Rindt's 1970 Championship car accurately detailed and rendered to be very realistic with numbered parts and isometric construction drawings – a Good Thing, because I don't speak Czechoslovakian! [photos 1 & 2] One does have to hand cut the parts from the pages.

Emerson Fittipaldi's John Player Special Lotus 72-Ford in 1:18th scale was printed by Tandem Products Ltd. of England some time ago – in fact, some of the pre-cut pieces are falling out of their pages. [photo 3] The similarly scaled diecast by Corgi is shown for reference. Another recently acquired obsolete card model, a Type 78-Ford (JPS II), is way bigger than the 1:16 diecast example by Italy's Polistil (ref. GG5) and closer to 1:11.5! Its race number six

indicates its probably Gunnar Nilsson's car. Printed on heavier stock than the other two, it's a "punch-out" type by another English company, Platignum (ref. 844) [photo 4].





## Book Review

**The rebuilding of a Lotus Elan;  
Addendum Engineering Workshop Manual**

**The definitive description of how to  
restore, rebuild and maintain a legend  
amongst classics. All models from S1,  
S2, S3 to S4 and Sprint.**

**By Brian Buckland.**

As its title suggests, this is a heavyweight book – in all senses – which fulfils a long needed requirement for enthusiastic owners of the original Elan. For some years now, it has been an open secret in UK Lotus circles that Brian Buckland was writing the Elan book to end all Elan books. Brian is an arch enthusiast of this fine car and is certainly one of the UK's foremost authorities on everything to do with the Elan. In the nicest possible way, Brian is really, in UK terms, an Elan "anorak". To us Brits, an anorak is not just a rather scruffy jacket usually worn by collectors of railway train numbers; it is also a rather unkind description of someone who has an encyclopaedic knowledge of some obscure subject. But the Lotus fraternity – in common with other such groups – needs anoraks like the author to act as repositories of all there is to know about each model of car.

Brian's book is not a model of literary

perfection – nor was it intended to be – and it is clearly the result of a labour of love. It is a hefty tome – the same size and weight as the official Workshop Manual – that encompasses the knowledge that he has gathered in 38 years of Elan ownership and over half a million miles of Elan motoring. There is extraordinary detail in every chapter – explained by hundreds of colour photographs – about everything that you might need or want to do to an Elan.

The purpose of the book is to go beyond what is included in the Workshop Manual and to assist the Elan owner in the maintenance, rebuilding and running of his car. The author has achieved this objective admirably. I wish that this book had been available twenty five years ago when I first set about restoring an Elan.


Brian's engineering background, enthusiasm for Lotus and his admiration for Colin Chapman shine through on every page. The subject matter is often sidetracked with tributes to Jimmy Clark - a hero shared by the author and this correspondent and who owned a number of Elans. Ron Hickman – who really designed the Elan and made it into a car that could be built profitably – was consulted during the production of the book

and his erudite and valuable comments are sprinkled throughout its pages.


Brian has bravely published the book in the UK himself and it sells here for £72. David Kayser, of Chelsea Motoring Literature in NJ –(e-mail: david@chelsealit.com) - is the North American distributor at a price yet to be established, but believed to be close to the UK price – probably \$150 or so. That's quite a price for a book as specialised as this one, but, in the opinion of this reviewer, it's worth every cent. Brian and David tell me that they plan to be at LOG 25 with plenty of copies in their suitcases.

I have to confess that I started reviewing this book with a rather smug and world weary approach along the lines of "I know lots about Elans, so what can I possibly learn from yet another book?" I was quite wrong. Brian Buckland has produced a real, very specialised, work of art that should be on the bookshelf of everyone who owns, loves or aspires to own this fine sports car. Buy or borrow a copy now while they're available and don't finish up as I often do – regretting not buying a book like this when I should have done so.

Gordon Morris  
August 2006



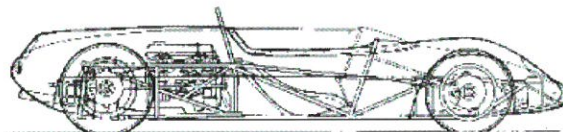
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