(SAM) Hesketh 308

History

Hesketh Racing, under ownership and direction of Lord Alexander Hesketh, entered Formula One with a March 731 in 1973, driven by James Hunt. After a sixth place at Paul Ricard, a fourth place at Silverstone, a third place at Zandvoort and a fabulous second place at Watkins Glen, the scene was set for the first real Hesketh to be built for the new season. Harvey Postlethwaite penned this first Hesketh 308 for the 1974 season, which debuted at Kyalami and James shone again at Anderstorp, also at the Osterreichring and in North America/Canada. In this car, James won the International Trophy at Silverstone, really inspiring the team whose base was only down the road at Easton Neston, Towcester. Reliability problems spoilt the record elsewhere in 1974. However, for 1975 an updated car was available (308B), and in this car, James Hunt won Hesketh's only Grand Prix, the Dutch, at Zandvoort ahead of Niki Lauda's Ferrari 312T. This was a tremendously popular win and indicated Hunt's ability to take the pressure at the front, marking him out for possible success later. Later in 1975, a low airbox 308C was manufactured, but this car's potential was less than that of the original and after the season's end, Lord Alexander Hesketh closed the team down, due to no further funds being made available and no sponsorship forthcoming for various reasons.

Introduction

I was first inspired to start building the 1975 Hesketh 308 when I saw one of John Shinton's built 1/43 masterpieces in November 1998. This was the first time I had

appreciated this car in three-dimensions and I knew much of this project, was going to have to be a scratch-build if I was to realise my vision in 1/12 scale. The impressive length of the car (approximately 40cm in 1/12 scale) was due to the far-outrigged rear wing and the smaller front wing ahead of the March-like nose cone. The outrageously vulnerable oil cooler arrangement below the rear wing attracted my attention, as did the crisp neatness of the design, emphasised by John Shinton's own handbuilt example. First and foremost, the elegant simplicity of this Harvey Postlethwaite design with the patriotic red, white and blue stripes across the middle of the car was very attractive. The lack of sponsor decals and Lord Hesketh's bold statement indicating his car was thoroughly British, endear the car to many. This was the car in which Lord Hesketh put James Hunt 'on the map' for Britain, James rising to the challenge and responding to the nurturing of this small flamboyant team by winning at Zandvoort, Holland in 1975. James having otherwise gained several other podium finishes for Hesketh, went to McLaren in 1976 and 'the rest is history' as they say. It was this Dutch Grand Prix winning car, which I decided to model in 1/12 scale and it took approximately eighteen months to complete.

I haven't built a 1/12 scale F1 car out of the box for at least five years now. This is due to the abundant possibilities of scratch-building these 1/12's and for the possibility of producing a 'conversion' a year or two either side of the kit in the box, resulting from serious modifications to existing 1/12 kits. I would choose a subject out of sympathy for its appearance, classic lines, achievements, the driver and for the technical challenge of reproducing the structural modifications necessary and the internal mechanical detail.

Research

The project began with a helping hand from John Shinton who supplied me with 1/24 scale drawings after I bought one of his fine 1/43 scale kits of the car. These drawings included plan view, side, rear and front elevations with section drawings at various levels along the car. I used the kit as a guide and wrote to (the now late) Harvey Postlethwaite to discuss a few matters of general arrangement/installation of major items. He wrote back immediately and very helpfully, additionally supplying some rough sketches. I wished I had the opportunity to send him a photograph of the finished item, but very sadly he passed away before the project was completed.

The next piece of good fortune came about when I was examining a 1976 McLaren M23. The M23's owner introduced me to an ex-Jim Clark Lotus mechanic, who was there helping. It turned out he was working on the restoration of the Hesketh 308 chassis No 2 and he invited me to see the real car. The extra detail this afforded was a fantastic bonus and enabled more of the scratch-build to go ahead.

I also acquired some LAT photographs of the car at the '75 Dutch Grand Prix and trawled all the standard texts and viewed some videos etc.

Materials and Methods

A word about materials and methods. Halfords acrylic spray paints were used throughout, reserving Humbrol Enamels for some of the detail brush painting. Various glues were employed including Humbrol Liquid Poly, Superglue, EVO-STIK, Araldite Rapid, PVA wood glue and double sided adhesive tape. Also used were plasticard, scalpel and cutting mat, steel ruler, calculator, set square, modeling precision micrometer, Milliput, Humbrol filler, sandpaper of various types and grades, clear decal, brass rod (short lengths of narrower gauges used as pins, to stabilise one fitting on to another), aluminium tube and stainless steel rod. An engine and gearbox were acquired from a Brabham BT44B in the 'spares' box, the wheel rims also coming in handy. Essentially, scratch-built items that were constructed in plasticard using scale drawings and/or judgement from the photographs were then filled and sanded, before being primed and a final colour coat applied. After-market supplies of rivets, Dzus fasteners etc with hand-made Pip-Pins completed the realism of the car.

Monocoque

Using the scale drawings enlarged to 1/12 scale, the chassis was made from plasticard, readily available from model shops. The section drawings at various levels provided fixed points on which to model three-dimensional contours. I tackled the monocoque by first cutting an accurate top and bottom surface, which would ultimately become the top

bodywork and floor. Next, the sides were constructed along with a rear and front panel. The forward end of the monocoque is considerably narrower at the floor than the bodywork above this. This meant that the sides sloped in two dimensions, both inwardly towards the floor, as well as the monocoque being generally narrower at the front. These two outer side panels of the monocoque started perpendicular to the floor at the wider aft end, so it was necessary to respect the changing orientation of these side panels as one moved forwards. The outer dimensions determined by the scale drawings represented the outer bodywork essentially. Thereafter, it was possible to construct a similar arrangement of sides and top surface of the tub itself, on which the upper bodywork panels would be laid. By going about the task in this manner, clearances between the top bodywork and monocoque within could be allowed for, with little risk of heartache later, which may have been impossible to rectify without reconstructing the tub, or having to accept an inaccurate outer bodywork profile. The outer side panels once made, would be fixed to the sides of the tub. Fuel tanks were enclosed laterally around the central tub in which the driver sat and also behind the seat back where the fuel collector pot would be located. The cockpit area was constructed as in the real car by bringing together angled plasticard sections, replicating the aluminium originals. All the weight saving and access cut-outs, along with the cable routing holes, were incorporated as in the photographs. The characteristic sloping panels were thus reproduced, enabling the seat to be fitted and the fire extinguishers and medical air bottle to be placed under the driver's knees. Details of the cockpit construction included provision of the gear shift mechanism, the dashboard siting, the footbox with cut-out access hatch above the pedals etc. Some round fuel tank

access hatches were made with replicated Allen-key bolts, placing these where the photographs indicated. One of the greatest challenges was the manufacture and incorporation of solid forward suspension pick-up points. By measuring the originals, using the scale drawings and paying very close attention to detailed photographs, these were a very enjoyable aspect of reproducing a unique chassis. An oil tank was constructed and fitted behind the seat back to close the rear of the chassis. The lower rear radius rod attachment sites were incorporated at this point. Meanwhile, a forward bulkhead to carry the front suspension forward pick-up points and the steering rack and pinion, formed an equally robust front end to the chassis. The precision-constructed front suspension pick-up points were made from plasticard and bonded into the chassis using Poly and then for extra strength, Araldite Rapid applied on the inside, and/or brass pins. In the original car, these items would have been the external manifestation of two steel (or similar) bulkheads within the riveted sheet aluminium chassis. The front suspension bulkhead just ahead of the dash panel would have carried the lower internal pick-up points accessible through cut-outs in the external bodywork panels, for the rearward leg of the lower wishbones. The bulkheads would have enabled the suspension loads and the forces endured in a crash to be directed into and be dissipated more evenly through the chassis. In a model such as this, these principals are worth bearing in mind, in that the final model needs to be strong enough to take its own weight and sustain some degree of reasonable handling. Frequently, such a model can be nearly twice as heavy than a standard Tamiya model, mainly due to the use of Milliput and metal rod/tube.

The mastercylinders were refashioned items from the spares box. These were aligned with the brass plunge rods extending from the clutch and brake pedals. The pedals were scratch built as all spares were the wrong shape and size. The throttle cable was threaded from the throttle and into the right side of the tub. This then emerged further down to cut as straight a path as possible towards the engine, where it would eventually be connected to a throttle spring unit and thence to the throttle-slide mechanism. Hoses from the clutch and rear brake master cylinders were redirected visibly, along the left floor of the tub through holes drilled in the various sloping panels, later to emerge at the rear of the monocoque.

Roll-over bars were made from 3 and 2mm brass rod, carefully bent according to the drawings. The narrower gauge was used for the forward dashboard hoop. This was best achieved having annealed the brass in a gas cooker flame observing some basic safety precautions (gardening gloves and goggles). The roll-over bars were then bonded into pre-cut holes using Araldite inside the tub. The drawings aided the correct shape, angles of inclination and height above the chassis surface.

So far, an entire tub had been built. This would be sufficient to attach the engine, front suspension and rear lower radius rods. This monocoque was sprayed an aluminium colour with the main roll-over bar being sprayed very dark gloss blue, almost black.

Front Suspension

Next the front suspension was constructed essentially from plasticard, brass rod, aluminium tube and Milliput resin. This was achieved by taking a combination of approaches. Firstly, the 1/12 scale drawings provided plan views of the wishbones. These could be measured and reproduced in plasticard using filler, sanding to produce an accurate profile, replicating the fabricated originals. Secondly, the photographs of the front suspension were invaluable in offering specific details of the appearance of each item of suspension and how they fitted together.

Aeon springs had to be reproduced from a central brass rod and Milliput again, requiring careful measurement, profiling and then sanding. The narrow damper units (Armstrong) were made using aluminium tube and brass rod. The wishbones were secured to their pickup points by threading narrow gauge brass rod through pre-drilled holes. Then the uprights were fitted, having had a few minor alterations from the donor Brabham. The upright ball joints were fitted into carefully drilled holes in the corresponding wishbone. With the Aeon springs and damper units secured, the front suspension was complete, only requiring the rack and pinion steering system to be fitted along with the anti-roll bar. These were both made from various sizes of aluminium tube. To make the steering gear, an outer 2mm diameter tube was secured to the chassis having cut a longer, narrower piece, to slide freely within. The original ends of the rack and pinion system as provided in a Tamiya kit were cut off and drilled to accept a short length of stiff steel wire. These were then glued into the open ends of the longer narrower tube, to which the track rods

were attached. Understandably, this arrangement cannot be operated via the steering wheel, especially as aluminium tube would be later used to make the steering column with a universal joint crafted from plastic/Milliput. The final effect was one of realism, rather than relying on an oversized unrealistic plastic U-J as provided in these kits. Nonetheless, the wheels can still be steered manually, though independent of the steering wheel. The anti-roll bar was also made from aluminium tube and fitted to the front of the chassis via two machined fixings made from carefully cut and sanded plasticard. Anti-roll bar links would be made in the same way as track rods.

Cockpit

Returning to the cockpit, the gear lever/linkage was replaced with aluminium tube and steel rod. The dashboard was carefully copied in plasticard using kit instruments or those made from aluminium tube filled and sanded from the back with Milliput. Photocopied dials covered in shiny clear film were incorporated. Wiring that dived into/along the monocoque was added at this point.

The driver's seat was a mixture of original item and Milliput to fashion one similar to that actually used. Finally, two extinguishers (one for the engine and a larger one for the driver) and a medical air bottle were obtained from the spares box and fitted into the area below the driver's knees.

Bodywork

The outer bodywork had been constructed first to exact scale dimensions. The monocoque was then built to fit within this, observing any internal clearances required. It was an essential requirement that the bodywork could be removed in the same way as that in the real car. When the outer dimensions of the car were first made according to the scale drawings, the plasticard top and bottom represented the upper bodydeck and undertray with the sides as previously mentioned, later fixed to the monocoque. An accurate planview of the cockpit surround was cut out from the 1/12 scale drawing and this was placed on the upper body plasticard section. After marking out, the aperture for the cockpit surround was cut out of the upper body, leaving two side sections, which would become the upper bodywork either side of the cockpit. This central cut-out would be later built upon, to form the cockpit surround proper and this would be able to fit exactly against the two side sections, from which it was originally cut. The side pod covers were then trimmed to fit round the front suspension pick-up points . Next, a narrow lip was attached on the inner under-surface of each sidepod cover, which would later allow the cockpit surround to sit snugly up against the sidepod covers. A similar lip would be applied at the leading edge for the nose cone. At the outer edges of the sidepod covers, an extra thickness of plasticard was bonded to the under-surface to produce an overhang when placed directly on the monocoque. The overhang details were derived from the sectional drawings. This overhang was filled and sanded to a smooth rounded contour. NACA ducts were cut into the rear of these sidepod covers and after final

preparations, these would be primed, sanded and sprayed with Halfords Appliance Gloss White. The sidepod covers were detachable from the monocoque, by virtue of appropriately placed brass pins.

The cockpit surround was essentially a case of shaped and sanded Milliput observing the dimensions afforded by the scale drawings. This was a slow process of sanding and filling, until the final shape looked right from all angles and all the dimensions were correct according to the drawings supplied. The cockpit surround was built upon that same cut-out from the upper bodywork which would now fit perfectly onto the lip extending from the two sidepod covers. The middle of this cut-out would later be removed, leaving an outer flange. It was important to observe a scale thickness of Milliput in the cockpit surround, which involved liberal use of a mini-disc attachment from within, as well as endless sanding. Internal tolerances to the dashboard hoop were borne in mind throughout. A small NACA duct was incorporated at the front flat section of the cockpit surround and a lip was placed at the front edge to accept the nosecone.

The nosecone and airbox were arguably the most characteristic items of bodywork, which had be 'just right'. Beginning with the 'March' like nose cone, this began life as a baseplate of plasticard whose dimensions were taken from the 1/12 scale drawings. The sides and top were cut from plasticard and bonded to the baseplate and Milliput applied to enable certain complex curves to be crafted. Once filled and sanded to my satisfaction, the baseplate was cut away from within the nose cone, leaving a characteristic lip running

around the forward, lower edge of the nosecone. Holes for the Pip-Pins were drilled and two slots were cut at the front lower edge to accept the forward extensions of the subframe, on which the outrigged narrow front wing would be carried.

The airbox construction was a challenge to relish and a matter of breaking it down into three components. This made the task easier to accomplish and the final result was very much acceptable. Using the 1/12-scale drawings, the top section of the airbox was the most straight forward as this had a certain width from above and tapered towards the back with a side elevation shape that was easy to cut from plasticard. The base was more tricky requiring a basic shape of front, back and sides to be formed from plasticard and rounded out with sanded and filled Milliput having carefully observed the photos of the real thing from all angles. The third section was the intervening upright part connecting the top and the base. This was made having driven two pieces of stout brass rod into the base and affixing the top section in correct alignment, using epoxy resin. Then it was just a case of using Milliput to fill out this middle area and then sanding and filling until satisfied. An air duct either side the base had been sculpted in, then priming and a few coats of Appliance Gloss White almost completed this part. A scratch built fastener was made for the underside of the forward part of the airbox top and another for the rear of the base. A mesh cover was shaped and applied to the open front of the airbox. This airbox like many in this era was a fantastically artistic and creative aspect of the car, making each one wonderfully distinct, unlike current Grand Prix cars.

There were small sidepod extensions over the engine bay made from plasticard and Milliput which were supported by the radiators. In the real car, these were attached to the main sidepod covers by two forward Dzus fasteners and small catches at the rear. The last items to make were the rear and front wings. The rear wing was a cut down version of that from an ex-McLaren M23 in the spares box, to which a tiny Gurney flap was added. The endplates were scratch built, with the familiar stiffening modification near the lower edge. Being of single element and standard shape, this rear wing posed no special problems. The front wing was constructed as per scale dimensions from layers of plasticard with Milliput to produce an aerofoil section. End plates were cut and applied. Later, this whole assembly would be fixed from underneath, to the forward wing supports, extending from the front subframe within the nosecone.

The last aspect of the bodywork was to spray all parts with Appliance Gloss White over a primer (white on grey). Then this was masked-up for the red and blue bodywork stripes, which with a middle white made for a patriotic red, white and blue, so beloved of Lord Hesketh. The subframe itself was made from 1mm brass rod whose sections were superglued together and then epoxy resin applied around the joints. This turned out to be strong enough for the purpose. This was sprayed Satin Black and attached to the most forward bulkhead. The nosecone could now be laid on top, supported by the lip, right across the front bodywork and the extensions of the subframe passing through to the front wing. Two Pip-Pin fasteners were made and applied, one each to the two sides of the nosecone and two more for the front edge.

Rear suspension.

A Cosworth DFV and Hewland gearbox were acquired from the Brabham BT44B in the spares box and then tidied up, rewired etc. The gearbox maincase and bearing carrier were Hewland and a spare Hewland end-cover was located to replace that manufactured by Brabham. These were supplemented by a largely scratch-built rear suspension using my own photographs of the car. This entailed a few plasticard parts (upper and lower rear suspension cross-beams) and aluminium tube mainly. The BT44B rear uprights were slightly modified and then the whole suspension was set-up, using track measurements taken from the scale drawing and the ride height already established at the front end of the car. At the rear, the ex-Brabham BT44B standard concentric coil spring damper units were also typical of those used for the 1975 winning Hesketh 308. At this point the exhausts from the Brabham were fitted with specific angulation modifications, applied to the tail pipes, suitable for the Hesketh 308. These were later attached to gearbox stays, by way of fine spring clips for added authenticity.

Rear Wing Support and Oil Coolers

Once the engine was rigidly bonded to the back of the chassis and the radius rods made and attached, a rolling chassis was ready for more details, especially concerning the rear wing support and the gearbox oil cooler. The two rear wing supports were very large sections of aluminium specially treated to increase its tensile strength; (even in the mid

1970's, it was not unknown for carbon fibre to have been tried, usually as an insert amongst aluminium honeycomb or within a fibreglass matrix). These supports extended from rear pick-up points on the suspension crossbeam and gearbox maincase and ended at the trailing edge of the rear wing and were approximately one meter long; reduced to 1/12 scale, this measured 90mm in length. They were a complex shape with large cut-outs to reduce weight without compromising function to either wing or oil coolers mounted on either side at the rearmost aspect of this support, under the trailing edge of the rear wing. Limited amount cross bracing of these supports was necessary to reduce the repeated lateral vibrational flexibility as the car accelerated out of corners imparting considerable lateral and down force through the rear wing. The engine oil coolers were requisitioned from the spares box and fixed together side by side in a plasticard frame, as indicated in the rear view, on the scale drawings. This arrangement was fixed to the rearmost aspect of the rear wing support and plumbing to the engine planned. The plumbing consisted of aeroquip-like hoses and hose-ends from Marshall Auto. These were then colour coded in the usual Goodridge way and plumbed into the engine and oil tank appropriately. Next, a suitable gearbox oil cooler was made and applied across the underside of the rear wing supports, behind the gearbox, using a scratch-built frame. This was then plumbed into the gearbox as per usual.

A rear light was fashioned and attached to a plate on the back of the scratch built oil catch- tank, which fitted between the rear wing supports. The oil catch-tank was itself,

plumbed forward to the oil tank and backwards via a breather tube, which was directed to lie close to the oil coolers, secured by fine wire ties along the way.

Water Cooling System

Water radiators were made from plasticard to exact size and then covered in curtain netting to simulate a core. These were then sprayed satin black and affixed to the rear of the monocoque in a parallel fashion using stiff brass rod and epoxy resin. Further brass rod sections were attached, to enable the fitting of short rubber hoses to the aluminium water pipes into the back of the cylinder heads. Jubilee clips were simulated at this point. Hydraulic lines were taken from the rear of the monocoque to the rear brakes and clutch. Next, the plumbing of the water header tank, water radiators and cylinder heads was taken from my experience of the McLaren M23 and the photographs of the restored 308. The specific siting of the water header tank and pressure relief lines was crucial for accuracy and the photographs of the actual car were invaluable here.

Tank Top Details

The tank-top was detailed as for the oil tank and filler, fuel filler, fuel return and breather in the usual way. Instrument cables and the throttle cable were passed over this region in an organised way to end in appropriate places in the engine compartment. The throttle cable was fed into a spring-loaded wire-pull onto the throttle slides and the rev counter

cable was fed to the right hand front cam cover from where engine revs were taken. Other cables were routed into the ‘vee’. The oil and water temperature lines, were attached onto their respective hoses, with the fuel pressure line going to the metering unit in the ‘vee’. All these aspects and especially the appearance of the red oil/air separator valve, with catch-tank pipe atop the oil tank, had to be as authentic as possible in order to have the ‘feel’ of the Hesketh 308.

Rear Monocoque Details

There is a triangular/sloping space between the monocoque and the forward quarter of each water radiator to allow hot air to exit where it appears otherwise that these radiators are flush to the monocoque. Behind these sloping panels either side of the central monocoque, is in fact an enclosed space, within which the electric fuel pump is housed on the left hand side and located on the right are the battery and master switch assembly. I was able to reproduce these items and their wiring and plumbing exactly, due to the fact I had seen the real car and taken photographs of these hidden-away recesses. There was some cross bracing from the radiator to the rear face of the monocoque which was straight forward to reproduce with brass rod.

Wheels

Essentially at this point I had a complete car. It only remained to make March-like spoked wheels, tidy-up the bodywork, apply decals and bodyfasteners. The BT44B yielded up its wheels which were totally different from the ones required. However, the rims and tyres were ideal for the 1975. Therefore, somewhat laboriously, the rims were removed using a Minidisc attachment on a hobby drill. The cut surfaces were then sanded down level, so that they could later be reapplied to the body of a new wheel. Suitably wide diameter plastic tubes were cut to reproduce the wheels themselves and using square-section plastic stock, wheel spokes were cut and attached to the original centres and thence to wide diameter tube sections by way of small brass pins for security. The rigid assembly was then perfected with filler and sanded before priming. Once satisfactory, the rims were attached with epoxy resin to securely bond them. A tyre valve was made and added after the whole wheel had been sprayed satin black. After the tyres were carefully replaced, the wheels were put back on the car and retaining clips were made and fitted. The final effect was very satisfying and completed another important characteristic of the car.

Decals

In many respects, it was fortunate there was not much in the way of sponsorship or other decals on this car. The car number '24', the driver's name, the English & Scottish flags and the bold Hesketh name on the rear and front wings were the only signage on the car. Let us remember, that teams in the mid 70's had few sponsor decals/stickers and that

many teams had all such decoration hand painted, directly on the bodywork by a sign-writer. This means that the lettering, though beautifully done wouldn't have been perfect and brush strokes would have been visible on close inspection. Having already masked and painted in the red and blue stripes on the body, the number 24's were replicated by cutting out a mask from scaled up numbers and then spraying red onto clear decal. These were then cut out and applied onto black trim-film and cut out again, leaving a thin black edge all around. These were then applied as decals, in the usual way. The Hesketh name, was made in a similar fashion after cutting the letters from red trim-film and applying these onto black trim-film and cutting out, leaving the desired black margin. Individual letters were then set on the bodywork to complete the effect. The name 'James' was made using a photocopy from a photograph, which was then scaled correctly and photocopied onto clear decal. The resulting decal was tidied up and applied to the cockpit side. The English and Scottish flags were made using a combination of black, white and red trim film with blue sprayed white decal as well. The emergency symbols 'E' and lightning strike were derived from the spares box and applied alongside extinguisher/medical air triggering points and the master switch system. This decaling, was generally a tricky and time consuming exercise, but well worth it in the end. The decal results were good, but not perfect, though in the true spirit of the 70's I felt.

Finishing Touches

The three sorts of body fasteners were dealt with last. These included Dzus fasteners, Pip-Pins and Allen screw type fasteners. These were scratch-built except for the Dzus fasteners (Marshall Auto). The Allen screws were flatted narrow gauge brass rod and the

Pip-Pins were made from brass rod and wire circles. These took a fair while to make and apply, but transformed the bodywork, increasing realism dramatically.

The delicate head rest was made from plasticard and set on aluminium tube stays from the forward bracings of the main roll over bar. It defies imagination that such a structure could have passed any safety test. A set of wingmirrors came from the Brabham BT44B and the small windscreen was made from acetate sheet and pinned to the front edge of the cockpit surround.

The rear brake ducts were formed from spare metal coil from a Tyrrell P34 kit and shaped with an internal wire. These brown-sprayed structures took cool air from the airbox behind and round, to the rear brake discs. Milliput was used to fashion front brake ducts and these were fixed to the inner aspects of the front uprights.

Conclusions

Whilst I appreciate that this model is not perfect and may have some visible compromises, it is important to bear in mind this is not the product of professional model engineering. Rather, it is an artistic interpretation with authenticity as the chief aim and conveying the car in the true visual spirit of the original. I now have a unique 1/12 model of this pretty and most famous of Grand Prix cars, driven by a British legend. The drive by James Hunt to win the 1975 Dutch Grand Prix was memorable, whilst under

considerable pressure from Niki Lauda in a Ferrari 312T. The model looks really good along side other 70's cars and represents at least eighteen months of hardwork on my part. I continually appreciate the abundance of technical detail and accuracy that is present under the removable body panels, meanwhile cherishing the classic lines first conceived by the original designer.