



The
2011
Annual Model Guide

Visit Biante Model Cars online: www.biante.com.au

BIANTETM
MODEL CARS

Biante creates exact replica models, in most cases the models are created after the car to be reproduced has been extensively measured and photographed. No endorsement from the manufacturer, driver or any of the sponsors on the car is claimed by Biante unless the packaging states otherwise. Australian regulations prohibited the reproduction of any tobacco advertising.

There Are Many Ways To Order Your Models From Biante Model Cars:



In Store:

Biante distribute to over 200 stores Australia wide. Visit www.biante.com.au to find your local stockist.



www.biante.com.au

Enter your product code into the model search bar and follow the prompts. Alternatively, email your order to: sales@biante.com.au



Phone

Call us on +61 8 9479 5130. Make sure you have the product code of the item you wish to buy, your address and payment method ready.



BIANTE™
MODEL CARS

The Biante Range Just Keeps Getting Better.

The 2011 range from Biante Model Cars is set to be one of our best yet. We are very proud to bring you a select range of high quality diecast & resin model cars in a range of scales, many with new and improved tooling and features that have made our model cars the benchmark in the Australian industry.

In this guide you will find some of the range of diecast and resin collectables in 1:10, 1:18, 1:43 and 1:64 scale that are scheduled for release over the year. You will also be able to view previously released models that may still be available to order. So keep this guide close by and we look forward to talking to you soon.

CONTENTS

- | | |
|---|---|
| 4. Welcome From The CEO | 63. Biante Supercars: V8 Supercar Range |
| 5. Biante Model Cars: The Range By Biante | 75. Driver Profile: Dick Johnson |
| 7. New Releases: 1:18 Scale | 79. 1:10 Scale By Biante: Biante Get Bigger |
| 27. Driver Profile: Sir Jack Brabham O.B.E. | 91. 1:12 Scale By Biante: Norton Motorcycles |
| 33. New Releases: 1:43 Scale | 95. Biante Accessories: Display Cases, Bases & More |
| 49. Driver Profile: Allan Moffat | 101. Currently Available: 1:18 Scale |
| 53. New Releases: 1:64 Scale | 113. Currently Available: 1:43 Scale |
| 59. Driver Profile: Peter Brock | 125. Currently Available: 1:64 Scale |



A
DG.



03

Biante Model Cars // Annual Model Guide

— Jim Beam Racing Range Available From Biante Model Cars

WELCOME

04

Biante Model Cars // Annual Model Guide



A Whole New Range From Biante.

Welcome to the 2011 Biante Annual Model Guide, a new guide created to display a selection of our models that are due for release over the coming 12 months.

In my fourth year at the helm of Biante Model Cars, I thought it was time to better inform our collectors of what we are doing as a business, after all, without you the collector, we could not continue to produce the outstanding diecast and resin models that we do today.

2011 is set to be a huge year for Biante. As the year progresses we will not only be announcing some fabulous model cars, many of which you can see in the following pages, but also embracing emerging technologies in model car production. Like any industry, the model car industry continues to evolve, and with the adoption of these technologies we hope to be able to bring you more choice, whilst increasing the collectable nature and value of your growing collections.







This guide not only showcases some of the outstanding models we have made in the past few years, but gives you a glimpse into our future, highlighting just some of the models that we will produce in 2011.

We hope you continue to enjoy collecting Biante Model Cars as much as we enjoy researching and producing them for you.

Chris Roche
Chief Executive Officer.
Biante Model Cars.

BIANTE MODEL CARS

The Range By Biante:

<p>1:64</p>  <p>1:64 Scale Collectable Model Cars, All 1:64 scale models are part of the Biante Minicars range.</p>	<p>1:43</p>  <p>1:43 Scale Collectable Model Cars, Including the Motor Racing Legend Series & Reserve Collection.</p>	<p>1:18</p>  <p>1:18 Scale Collectable Model Cars, Including the Driver Collections & Bathurst Winner Collection.</p>	<p>1:10</p>  <p>1:10 Scale Collectable Model Cars, Signature Bonnets & Bumpers.</p>	<p>1:12</p>  <p>1:12 Scale Collectable Motorcycles: Brand new range of Norton Motorcycles.</p>	<p>1:1</p>  <p>Biante Accessories: A range of items to enhance your model collection & track experience.</p>
---	---	--	---	--	--

From 1992 to today, Biante has evolved into a company that is the biggest distributor of quality diecast models to the collector market. With its roots based in distribution, through to manufacturing our own collection from 1998, Biante has been a pivotal part of the Diecast Collectors market in Australia.

At Biante, we are committed to producing diecast model cars with the highest levels of quality, accuracy and innovation.

Biante Model Cars is the only officially licenced diecast manufacturer for Dick Johnson, Allan Moffat, Allan Grice and John Bowe, and is also the licenced manufacturer for Dick Johnson Racing, Brad Jones Racing and Bundaberg Red Racing in the Australian V8 Supercar Championship Series.

In addition to our Australian collection of Holden, Ford, Chrysler, Mazda and Nissan 1:18,

1:43 and 1:64 scale replicas, we have recently expanded into the producing new ranges of 1:10 scale models, signature bonnets and bumpers and 1:12 scale motorcycles, and we are also close to releasing our new resin range in various scales.

We are also pleased to be able to bring you a range of accessories including display cases, bases and turntables to display your 1:18 scale models, poster tubes to hold your posters when you attend race meetings and even umbrellas just in case it rains!

Biante are also the sole Australian Distributor of AutoArt, Kyosho, SunStar, Spark and Bizarre with complementary distributorships for BBR and CMC to name just a few.

Biante Model Cars is comprised of a highly dedicated group of enthusiasts and professionals committed to bring to model collectors around the world, the finest range of diecast models available.

NEW RELEASES

// 1:18 Scale

1:18

08

Bianche Model Cars // Annual Model Guide



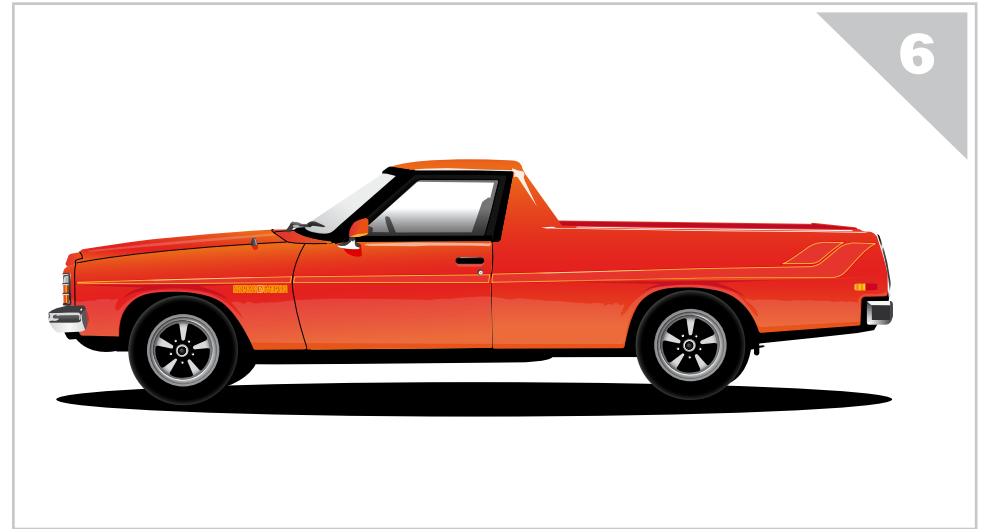
New Releases // 1:18 Scale

1 / A72876 - Ford XB Falcon - Onyx Black / Silver Paintouts (1974)

2 / A72473 - Ford XB Falcon - John Goss Special

3 / A72877 - Ford XB Falcon - Red Pepper / Black Paintouts (1973)

4 / A73346 - Holden HZ Sandman Van - Valencia Orange (1977)



New Releases // 1:18 Scale

5 / A73361 - Holden HJ Sandman Ute - Cotillion White (1974)

6 / A73334 - Holden HX Sandman Ute - Mandarin Red (1976)

7 / A72766 - Ford XY Falcon GTHO Phase III - Vintage Burgandy (1971)

8 / B18303L - Ford FG Falcon Limited Edition - White With Bonus Decal Set (2010)



9



10



11



12

New Releases // 1:18 Scale

9 / A72722 - Ford XA GT Coupe - Wild Violet With White Interior (1973)

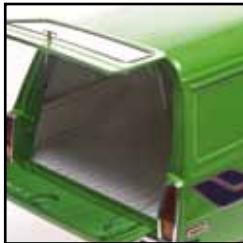
10 / A87315 - Ford XA Falcon - Driver: John French - Bathurst (1973)

11 / A72899 - Ford XA GT Coupe - Wild Plum With Parchment Interior (1973)

12 / A72874 - Ford XW Falcon GTHO Phase II - Yellow With Black Stripes (1970)

FEATURE MODEL

13



Holden HX Sandman Panel Van

We are very pleased to announce the upcoming release of the Holden HX Sandman Panel Van in Mint Julep. The 1976 Holden HX Panel Van was one of the first Sandmans to feature the bold new side stripes and Sandman Decals which spanned the full width of the tailgate, which have become one of the most recognised features of this much loved car, and a welcome feature of this model.

With other impressive features such as a fully detailed Holden V8 Engine, fully opening parts, including the back tailgate and back window and an added feature of fully detachable roof racks with surfboards to give this model an extra display feature if you wish to use it.

One of Australia's most iconic cars in recent history, the Holden HX Sandman in Mint Julep has been replicated in stunning 1:18 detail and is set to arrive very soon.

Model Information

Model Features:

1:18 Scale Diecast Model, Mint Julep Colour Scheme, Full HX Sandman Graphics, Fully Opening Parts Including Tailgate and Back Window, Detailed Holden V8 Engine Bay, Faithfully Replicated HX Wheels, Removable Roof Racks and Surfboards.

Model Details:

Holden HX Sandman - Mint Julep (1976)

Product Code - A73336

1:18

12

Bianche Model Cars // Annual Model Guide



New Releases // 1:18 Scale

14 / B18306D - HSV W427 - Panorama Silver (2008)

15 / B18306A - HSV W427 - Sting Red (2008)

16 / B18306B - HSV W427 - Heron White (2008)

17 / B18306C - HSV W427 - Phantom (2008)



18



19



20



21

13

New Releases // 1:18 Scale

18 / B180201F - Ford XD Falcon - Drivers: Muir/Geoghegan - Bathurst (1981)

19 / A73333 - Holden HX Sandman Ute - Aquarius (1976)

20 / A88559 - Jaguar XJS - Drivers: Walkinshaw/Percy - 3rd Place Bathurst (1985)

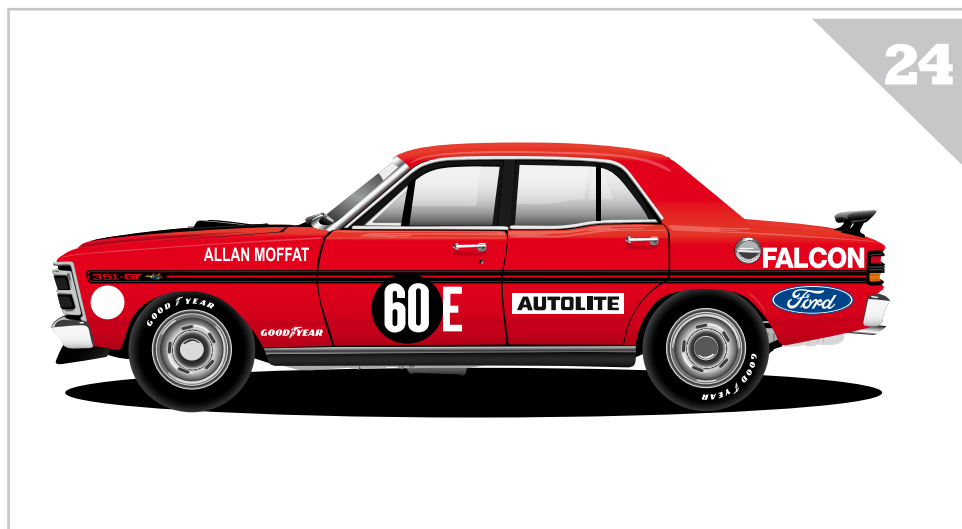
21 / B180401E - Holden VR Commodore - Driver: Mark Skaife - ATCC (1996)



22



23



24



25

New Releases // 1:18 Scale

22 / B180402H - Holden VS Commodore - Drivers: Bargwanna/Noske - Bathurst (1997)

23 / B18401D - Ford XY Falcon GTHO Phase III - Raw Orange (1971)

24 / B18401P - Ford XY Falcon GTHO Phase III - Driver: Allan Moffat - Surfers Paradise Winner (1971)

25 / BR18307A - FPV GT - 40th Anniversary

26



27



28



29



26 / A73331 - Holden HX Monaro GTS Sedan - Papaya Orange (1976)

27 / B18403H - Ford XW Falcon GTHO Phase III - Driver: Allan Moffat - 40th Anniversary Bathurst Winner

28 / B18403D - Ford XW Falcon GT - Polar White (1970)

29 / BR18307B - FPV Cobra

New Releases // 1:18 Scale

1:18



30



31



32



33

16

Biante Model Cars // Annual Model Guide

New Releases // 1:18 Scale

30 / B18403A - Ford XW Falcon GTHO Phase II - Surfer Orange (1970)

31 / A87510 - Ford XB Falcon - John Goss Special - Apollo Blue (1975)

32 / B182704J - Holden VK Commodore Group A - Drivers: Grice/Bailey - ETCC (1986)

33 / B18401K - Ford XY Falcon Fairmont GS - Teal Glow (1971)

FEATURE MODEL

34



Holden VK Commodore Group A

In 1986, two of Australia's greatest motor racing legends led an Aussie assault on the European Touring Car Championship. Peter Brock and Allan Moffat with backing provided by long time Brock sponsor Mobil headed to the ETCC with the intention of bringing the European drivers and manufacturers to their knees.

Unfortunately not everything went to plan for the Australian super team with the highest placing of 5th at Donington, the best result for the team racing superior opposition.

This 1:18 Scale Holden VK Commodore Group A, modelled from the Donington Park round of the ETCC is another stunning addition to both the Peter Brock and Allan Moffat Collections.

Model Information

Model Features:

1:18 Scale Diecast Model, Mobil Holden Dealer Team Livery, Fully Opening Parts, Poseable Steering, Braided Lines and Hoses, Faithfully Replicated Engine Bay, Chrome Parts, Part Of The Peter Brock And Allan Moffat Collections.

Model Details:

Holden VK Commodore Group A - Drivers: Brock/Moffat - Donington Park ETCC (1986)
Product Code - B182704H



35



36



37



38

New Releases // 1:18 Scale

35 / A89694 - Volvo 850 Super Tourer - Driver: Peter Brock (1996)

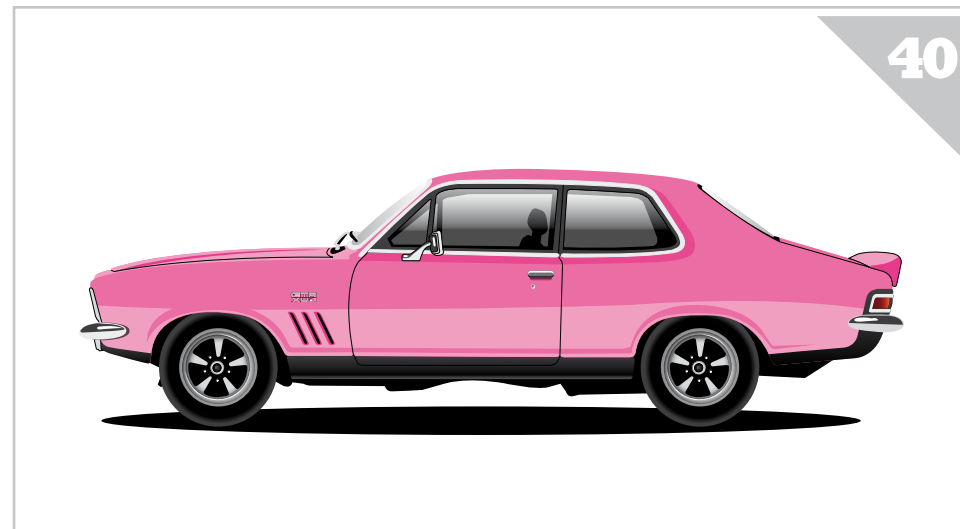
36 / A88745 - BMW M3 - Driver: Jim Richards - ATCC (1987)

37 / A88845 - BMW M3 - Driver: Peter Brock - ATCC (1988)

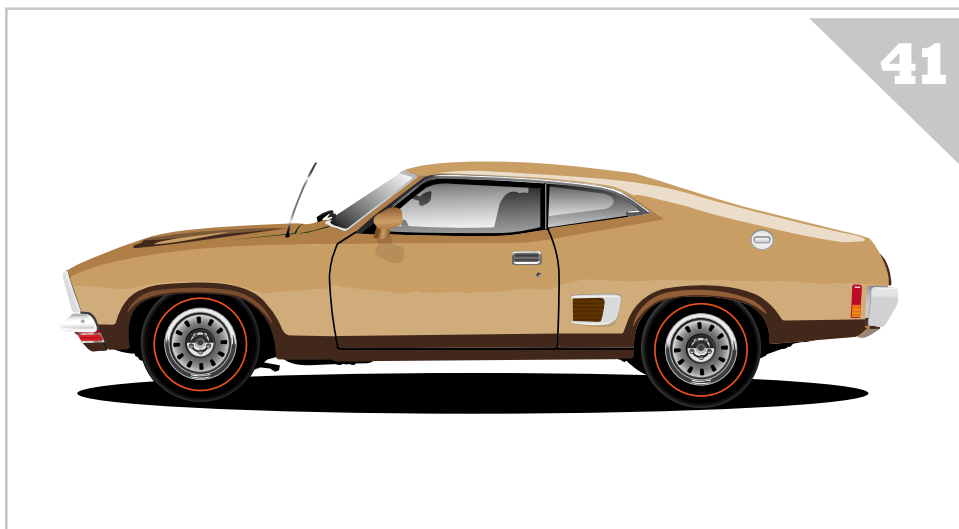
38 / BNB0001 - Ford EB Falcon - Drivers: Miedecke/Allam (Allan Moffat Racing) (1994)



39



40



41



42

39 / BR18307D - FPV Cobra Ute

40 / A72588 - Holden LJ Torana GTR XU-1 - Strike Me Pink (1972)

41 / A72879 - Ford XB Falcon - Sandstone Beige With Walnut Glow Accents (1974)

42 / BNH0001 - Ford EB Falcon - Driver: Allan Moffat (1995)

New Releases // 1:18 Scale

FEATURE MODEL

1:18 Scale 1985 Bathurst Winner

The arrival of the international Group A touring car regulations in Australia in 1985 also meant the arrival of Tom Walkinshaw and his pack of three hungry cats (otherwise known as Jaguar XJS race cars) for the James Hardie 1000 at Bathurst. After barely moving on the starting grid for the 1984 race in John Goss' Group C Jag before setting off a multi-car, race-stopping pile-up, Walkinshaw eyed revenge and brought the full force of his European squad out for The Great Race in 1985 with backing from JRA Australia.

He was joined by Win Percy in the lead #8 Jag, paired Aussie Ron Dickson with Jeff Allam in #9 and German ace Armin Hahne with 1974 race winner John Goss in the #10 version. While Walkinshaw was the man everyone was keeping an eye on when he took pole position, the #10 V12-powered flyer landed a berth in Hardies Heroes, and not with Hahne behind the wheel. Many had thought Goss simply wouldn't be up to the job, but he proved the knockers wrong to qualify sixth on the grid, his 2m20.92s lap only a second away from front-rower Allam and two seconds shy of Walkinshaw's brilliant pole lap.

It would be the Aussie who would also take the opening stint in the 163-lap marathon and he quickly settled into a race rhythm, slowly reducing engine revs to bring the oil temperature back down after a long hold on the grid for the field. The good news was that he pieced his way through the field, working his way past the likes of Robbie Francevic's Volvo, Allan Grice's Commodore and Dick Johnson's Mustang to settle into second spot behind Walkinshaw. But as the end of the first stint drew closer, a problem arose.

The fibreglass racing capsule seat began to break away, a problem that only got worse in Hahne's first stint. By the time Goss returned to the controls, the lower back area of the seat had collapsed and forced him to cut the stint short to rectify the situation. Cable ties, tyre straps and anything the team could find was used to try and sure up the seat, costing car #10 a lap to the leading Walkinshaw/Percy car and dropping it to third behind Peter Brock's Mobil Commodore. But with the race in the balance, the seat simply wouldn't hold up. It forced the pilots to bob and duck and bounce around the inside of the car through the various corners on the Mount Panorama circuit, bracing themselves any way they could to wrestle the car around the corners. And they were the lead hope for Jaguar after Walkinshaw's car was pit-bound with a busted oil line.

So with all of the pressure of being the only cat left fighting for victory, Goss found himself with a 50-second buffer over Brock, the Holden ace forced into an unscheduled pit stop to remove the rear windscreen. Earlier he had the front one smashed and then carved his way back past Roberto Ravaglia's BMW to re-take second spot.

Aiming for four wins in a row, Brock and the underpowered Commodore VK hunted down the Jag and its non-anchored pilot Goss, carving into the margin. He had slashed it to 30 seconds with four laps to go, but then the single row timing chain broke and he was out almost within sight of the end. The reality was he would never have caught Goss, but it certainly was a mighty effort against the odds.

So the margin became 47 seconds to Ravaglia and Goss was able to bring the purring Cat to the line in formation with Walkinshaw's repaired car for a 1-3 finish. The victory became Goss' second Bathurst win, while German Hahne won the race on just his second attempt.



Model Information:

Model Features:

1:18 Scale Diecast Model, Full Race Livery, Fully Opening Parts, Poseable Steering, Faithfully Replicated Engine Bay, Accurately Represented Interior, #10 Forms Part Of The Biente Bathurst Winner Collection.

Model Details: (Pictured Right)

1:18 Scale Jaguar XJ-S - #10 - Drivers: Goss/Hahne - Bathurst Winner (1985)

Product Code - A88558

Also Available: (Illustration Pictured Above)

1:18 Scale Jaguar XJ-S - #8 - Drivers: Walkinshaw/Percy - Third Place Bathurst (1985)

Product Code - A88559



Armin Hahne
John Goss



JAMES
HARDIE

1000

JRA

Armin Hahne
John Goss

JAGUAR 10

DUNLOP

BILSTEIN CHAMPION RECARO speedline RPM racing



43



44



45



46

New Releases // 1:18 Scale

43 / B180401F - Holden VR Commodore - Drivers: Cleland/Skaife - Bathurst (1996)

44 / B18601A - Holden LH Torana L34 - Drivers: Brabham/Moss - Bathurst (1976)

45 / BNJ0001 - Ford EB Falcon - Driver: Allan Jones - ATCC (1993)

46 / B18403M - Ford XW Falcon "Super Falcon" GTHO - Driver: Allan Moffat - Symmons Plains Pole (1970)



47



48



49



50

23

Blante Model Cars // Annual Model Guide

- 47 / A72506 - Holden FX Sedan - Sorrento Green (1951)
- 48 / BNK0001 - Ford EB Falcon - Driver: Glenn Seton - ATCC (1994)
- 49 / BNC0001 - Ford EB Falcon - Driver: Glenn Seton - ATCC Winner (1993)
- 50 / BNK0003 - Mazda RX-7 - Driver: Allan Moffat - Bathurst (1983)

New Releases // 1:18 Scale



51



52



53



54

New Releases // 1:18 Scale

51 / BNF0001 - Ford EB Falcon - Drivers: Johnson/Bowe - Bathurst Winner (1994)

52 / BNH0003 - Mazda RX-7 - Drivers: Kavich/Alexander - Bathurst (1984)

53 / BNL0001 - Ford EB Falcon - Drivers: Johnson/Bowe - Bathurst (1993)

54 / B18401M - Ford XY Falcon GTHO Phase III - Drivers: Barnes/Skelton - 2nd Place Bathurst (1971)



55



56



57



58

New Releases // 1:18 Scale

55 / A73366 - Holden HJ Sandman Van - Deauville Blue (1974)

56 / BND0001 - Ford EB Falcon - Driver: Glenn Seton - Sandown 500 EB Debut (1992)

57 / A72507 - Holden FX Sedan - Malibu Ivory (1952)

58 / B18501C - Ford Sierra RS500 - Drivers: Johnson/Bowe - Tourist Trophy (1988)

DRIVER PROFILE

// Sir Jack Brabham O.B.E.

DRIVER PROFILE

Sir Jack Brabham O.B.E. - The Australian World Champion

Originally a Royal Australian Air Force flight mechanic with a small engineering workshop and a talent for racing midget cars on dirt tracks in Sydney, Sir Jack Brabham AO, OBE (born 2 April 1926) would become one of the true greats of Formula 1.

A three-time World Driving Champion, Brabham moved to the UK to further his racing career and quickly became part of the Cooper Car Company as it designed revolutionary cars with mid and rear-mounted engines that would change the face of Formula 1 and IndyCar racing. He won his first World Championship as a driver in 1959 for Cooper and backed it up a year later in 1960. He also would take Cooper to the Indianapolis Motor Speedway in America and help start the wheels of evolution in motion by driving a rear-engined car to a ninth placed finish in the 1961 race.

After achieving much with Cooper, Brabham struck out on his own in 1962, establishing his own Brabham team in 1962 with countryman Ron Tauranac. Come 1966, the duo combined to produce the first, and only, car that would be driven to victory in the World Championship by the man whose name it carried – and it was done so with the Australian-produced Repco V8 engine. Kiwi Denny Hulme would win the title for Brabham a year later, with his team boss finishing second to make it back-to-back titles for the team.

A veteran of 126 Formula 1 Grand Prix starts with 14 wins, 13 pole positions, 12 fastest laps and 261 World Championship points, Brabham retired from Formula 1 at the end of 1970 and returned to Australia.

However, while his days in F1 were over, his racing days were not.

He paired with former F1 rival Stirling Moss in a Torana at Bathurst in 1976 in a deal that brought huge amounts of publicity. However, a start line accident destroyed their chances.

Brabham would continue to race his own Torana in Australian touring car events in the late 70s before focusing on the emerging careers of his three sons Geoff, David and Gary. All three would race at the top levels of racing in Europe and America.

But Sir Jack wasn't done yet and would get back behind the wheel in 1995 and finish fifth outright in the Eastern Creek 12 Hour in a Honda NSX – incredible stuff from an incredible man.

The Australian of the Year in 1966, he was inducted into the International Motorsports Hall of Fame in 1990. But his place in world motorsport history is sure to never be matched as the only man to drive a car of his own design to the Formula 1 World Championship.





DRIVER PROFILE cont.

Sir Stirling Moss & Sir Jack Brabham's Assault On The Mountain

On paper, it was a brilliant public relations exercise. Take two former Formula 1 stars, put them together in a Torana for the biggest race of the year at Bathurst and sit back and watch the fans and media lap it up.

That was the case in 1976 as three-time Formula 1 World Champion Jack Brabham (before he was knighted and having been in retirement for five years), and perhaps the greatest driver never to win the World Championship, Stirling Moss, teamed up together for the Hardie-Ferodo 1000. Between them they had a total of 192 Formula 1 Grands Prix starts, 30 F1 GP wins, 29 pole positions and over 400 World Championship points, but neither had raced at Bathurst in a touring car.

It would be Moss's first race since the terrible accident at Goodwood in 1962 that nearly killed him and coincided with his insurance company terminating its ban on him racing. Having turned 47 a month before the race the big question was whether he and Brabham could match the touring car regulars who were so well-versed at competing on slick tyres in big heavy cars on the famous Mount Panorama circuit ever year.

Backing for the venture came from Blues Union, Esmonds Motors and Sydney radio station 2SM but it almost all came unstuck very early in the weekend in practice as Brabham survived a hairy ride down the escape road at the end of Conrod Straight due to total brake failure. He was able to manhandle the out-of-control L34 Torana, avoiding the back of the similar Craven Mild car of Allan Grice and major damage to stop the car at the end of the wild ride.

His practice time of 2m30s neat put the duo 10th on the grid as Allan Moffat's XB GT Falcon swooped to pole position on 2m25.0s. When the Australian flag dropped to start the 163-lap marathon, there was instant disaster for Brabham. 'Black Jack' was left hurriedly working away at his gear lever, desperate to get the car moving again as the rest of the field streamed away towards Hell Corner.

With a gearbox that had selected two gears at once, he was a sitting duck and had barely moved an inch when the Triumph Dolomite of John Dellaca which had started 36th on the grid – had nowhere to go and rammed into the back of the stationery Holden.

It was a complete and total disaster, with the damage to the two cars enough for them both to be dragged to the back of the pits by the ARDC recovery crews so repairs could be affected. After so much pre-race hype and build-up, there would be huge efforts go into repairing the Brabham/Moss car to a level to at least get it onto the track and into the race for the fans to see.



In fact, race organisers the ARDC (Australian Racing Drivers Club) waived the rules to allow the car to rejoin the race so the fans could see the two legends at work, however its run was to be short-lived as engine failure meant it only lasted another 37 laps.

To top it off, Moss didn't endear himself to the local racers by driving a full lap back to the pits with smoke and oil pouring from the bowels of the Torana!

It may not have been a memorable result, but the 1976 start line incident and ill-fated assault by Brabham and Moss remains one of the most well-known stories in Bathurst 1000 history.

Brabham's sons Geoff and David would team together in 1997 to win the race for the works Diet-Coke BMW team, while Jack returned to finish sixth in 1978.



Upcoming Releases

1:18 Scale:

- B18701D - Cooper T51 - Driver: Sir Stirling Moss - Grand Prix Winner - Portugal - (1959)
- B18701C - Cooper T51 - Driver: Sir Jack Brabham - #8 World Championship Winning Car (1959)
- B18601A - Holden LH Torana L34 - Drivers: Sir Jack Brabham/Sir Stirling Moss - #17 Bathurst (1976)
- B18702D - Cooper T53 - Driver: Sir Jack Brabham - #1 Grand Prix Winner - Great Britain (1960)

1:43 Scale:

- BR43701D - Cooper T51 - Driver: Sir Stirling Moss - Grand Prix Winner - Portugal - (1959)
- BR43702E - Cooper T53 - Driver: Sir Jack Brabham - #2 World Championship Winning Car - Portugal (1960)
- B43601A - Holden LH Torana L34 - Drivers: Moss/Brabham - Bathurst (1976)
- BR43701A - Cooper T51 - Driver: Sir Jack Brabham - #24 Grand Prix Winner - Monaco (1959)

NEW RELEASES

// 1:43 Scale

1:43

34

Bianchi Model Cars // Annual Model Guide



New Releases // 1:43 Scale

- 1 / BL66911 - Ford XW Falcon GTHO - Drivers: Moffat/Hamilton - Bathurst (1969)
- 2 / A53424 - Holden HK Monaro GTS 327 - Picardy Red (1968)
- 3 / A53423 - Holden HK Monaro GTS 327 - Silver Mink (1968)
- 4 / BR43306A - HSV W427 - Sting Red (2008)



New Releases // 1:43 Scale

5 / BR43306C - HSV W427 - Phantom (2008)

6 / B43401D - Ford Falcon XY GTHO - Driver: John French - Bathurst (1971)

7 / BR43306B - HSV W427 - Heron White (2008)

8 / BR43306D - HSV W427 - Panorama Silver (2008)



New Releases // 1:43 Scale

- 9 / B43403A - Ford XW Falcon GTHO - Driver: Bruce Mcphee - Bathurst (1970)
- 10 / B43403B - Ford XW Falcon GTHO - Driver: Allan Moffat - Bathurst Winner (1970)
- 11 / A53413 - Holden HT Monaro GTS 350 - Warrigal Black With Gold Stripes (1969)
- 12 / A53428 - Holden HK Monaro GTS 327 - Bright Blue Metallic (1968)

13



14



15



16



New Releases // 1:43 Scale

13 / BL67814 - Ford XC Cobra - Drivers: Bond/Gibson - Bathurst (1978)

14 / BL67160 - Holden LC Torana GTR XU-1 - Driver: Colin Bond - Bathurst (1971)

15 / B432704C - Holden VK Commodore - Bathurst Winner / Runner Up Twinset (1984)

16 / B43305A - Holden VL Commodore - Drivers: Grice/Percy - Bathurst (1988)



17



18



19



20

New Releases // 1:43 Scale

17 / B43305B - Holden VL Commodore - Drivers: Grice/Percy - Bathurst Winner (1990)

18 / B432705C - Holden VK Commodore Group A/3 - Formula Blue (1985)

19 / B43401C - Ford Falcon XY GTHO - Jewel Green With Gold Stripes (1971)

20 / B43408C - Nissan Skyline GTR - Driver: Jim Richards - ATCC Winner (1990)



21



22



23



24

39

Blante Model Cars // Annual Model Guide

New Releases // 1:43 Scale

- 21 / BL68845 - BMW M3 - Driver: Peter Brock - ATCC (1988)
- 22 / B43402C - Holden EH Special Sedan - Fowlers Ivory Over Winton Red (1963)
- 23 / B43408A - Nissan Skyline GTR - Driver: Mark Skaife - ATCC Winner (1992)
- 24 / A52753 - Ford XC Cobra - Bathurst Pace Car (1978)

1:43

40

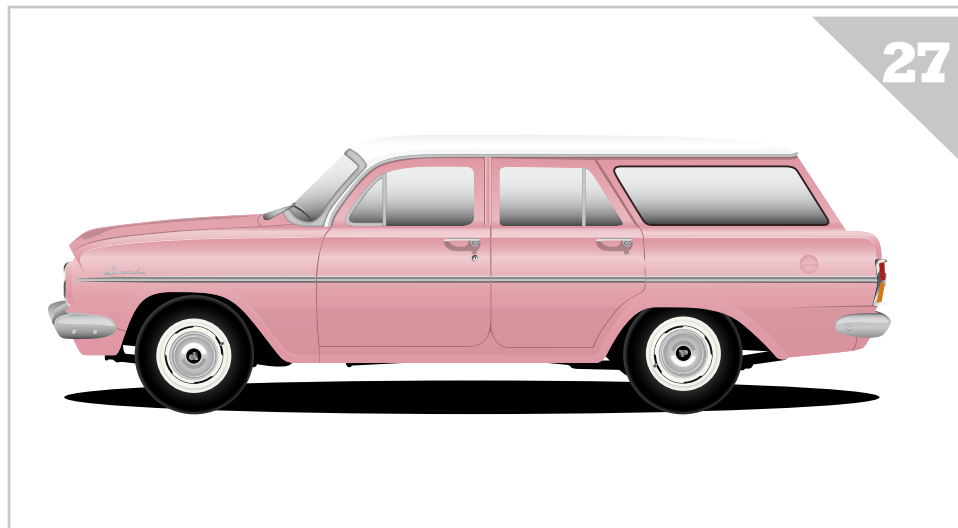
Biente Model Cars // Annual Model Guide



25



26



27



28

New Releases // 1:43 Scale

25 / BNA004 - Mazda RX7 - Driver: Gregg Hansford - ATCC (1983)

26 / BR43307A - FPV GT - 40th Anniversary Car

27 / B43402F - Holden EH Special Wagon - Fowlers Ivory Over Jindabyne Mauve (1963)

28 / B43401F - Ford XY Falcon GTHO - Frosted Pewter With Orange Side Stripes (1971)



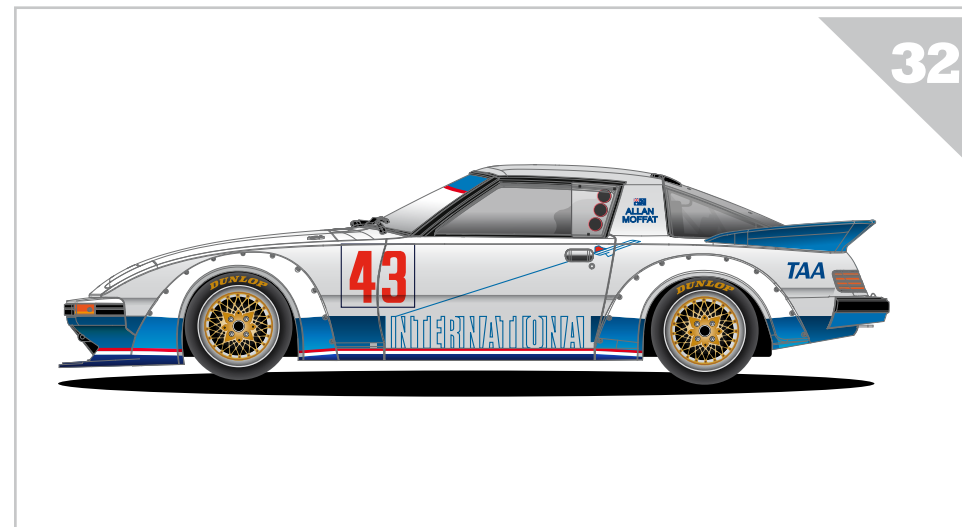
29



30



31



32

41

Biante Model Cars // Annual Model Guide

New Releases // 1:43 Scale

29 / B43408D - Nissan Skyline GTR - Driver: Jim Richards - ATCC Winner (1991)

30 / BR43307B - FPV Cobra

31 / B43408E - Nissan Skyline GTR Dirty Spec - Drivers: Richards/Skaife - Bathurst Winner (1992)

32 / BNB004 - Mazda RX7 - Driver: Allan Moffat - ATCC Winner (1983)

FEATURE MODEL

The Biante 1:43 Reserve Collection

The Biante 1:43 Reserve Collection is one of the newest additions to the ever expanding range of high quality diecast models produced by Biante Model Cars.

The 1:43 Reserve Collection is a range of premium 1:43 scale models with fully opening parts, a first for Biante in this very popular scale. The development of this range has been a long and arduous process by the Biante Research and Development department for numerous reasons, the most obvious being the challenge of creating opening parts on a model of this size.

For those not familiar with our 1:43 scale range of models, these models are on average 43 times smaller than their real life counterparts on which they are based. An average length for one of these models is around 100 millimetres long.

Traditionally, 1:43 scale models have had sealed parts but due to advances in our production processes and technology we have been able to develop opening parts for this range of models including the doors, bonnet and boot. When opened, the detailed interiors are unmatched by any 1:43 scale model available.

If we go back to the size of this model, you can understand that an opening door on a 1:43 scale model would roughly be the size of the average persons fingertip, hence the challenge presented to us in creating a model of this size with parts that are not only functional but also don't spoil the overall appearance of the model when they are closed. The gaps between the panels needed to be very fine and the hinging systems to make the parts functional also needed to be very small but sturdy enough to withstand the pressures of being opened and closed, all of which has been achieved through years of development by Biante.

To compliment the quality of the Biante 1:43 Reserve Collection models, a premium display box has been developed in both twinset and single unit sizes, to provide safe housing for the models to be transported in and more importantly, a stylish way to display these exclusive models. Each display box is finished with silver foiling, has a brief historic account of the model written on the inside of the lid, a numbered base plate and a reflective base which not only finishes the display box perfectly, but allows you to see the undercarriage detail of the models without having to unscrew them from the base.

Biante Model Cars are very pleased to be able to bring you our 1:43 Reserve Collection, an absolute must have for any motoring enthusiast.



Upcoming Releases

- B43401D - Ford XY Falcon GTHO - Driver: John French - Bathurst (1971)
- B43403A - Ford XW Falcon GTHO - Driver: Bruce Mcphee - Bathurst (1970)
- B43403B - Ford XW Falcon GTHO - Driver: Allan Moffat - Bathurst Winner (1970)
- B43401C - Ford XY Falcon GTHO - Jewel Green With Gold Stripes (1971)
- B43402C - Holden EH Special Sedan - Fowlers Ivory Over Winton Red (1963)
- B43402F - Holden EH Special Wagon - Fowlers Ivory Over Jindabyne Mauve (1963)
- B43401F - Ford XY Falcon GTHO - Frosted Pewter With Orange Stripes (1971)
- B43402K - Holden EH Special Sedan - Fowlers Ivory Over Saltbush Green (1963)
- B43403C - Ford XW Falcon GTHO - Grecian Gold (1970)
- B43402H - Holden EH Special Wagon - Fowlers Ivory Over Winton Red (1963)
- B43401J - Ford XY Falcon GTHO - Drivers: Gibson/Seton - Bathurst (1971)
- B43401H - Ford XY Falcon GTHO - Driver: Bill Brown - Bathurst (1971)
- B43401E - Ford Falcon XY GT - Onyx Black With Gold Stripes (1970)
- B43402D - Holden EH Special Sedan - Warrigal Black (1963)
- B43401G - Ford Falcon XY GT - Surfer Orange With Black Stripes (1970)

FORD FALCON XY GTHO PHASE III

1971 ALLAN MOFFAT BATHURST WINNER & VERMILION FIRE RALLY CAR

THE FIRST FORD XY GTHO BUILT FOR THE LINE IN LATE 1970 AND WAS COMPLETED IN 1971 WITH THE 301 3000 CUBIC CM XY GTHO PHASE III. IT OUTPERFORMED THE WORLD'S FASTEST 4 CYLINDER RACING CAR AT THE TIME. THE XY GTHO PROVIDED A RACING 300 H.P. 1000 IN A 1000 H.P. TRUCK. WITH ITS UNUSUALLY AIR INTAKE PUFFING THROUGH THE HIGH YARD (H.P.) ENGINE. IT WAS KNOWN AS A "SILENT" AND ITS BUILDING SERIES. THE XY GTHO WAS THE MOST H.P. CAR OF THE 1970'S.

ONLY 500 OF THE XY GTHO PHASE III'S WERE PRODUCED. IN A PRODUCTION LINE LASTING OVER SEVEN MONTHS. WITH ONLY 300 GENUINE ARTICLES. FINDING AN ORIGINAL IN AMONGST A WARE OF REPLICAS CAN PROVE VERY DIFFICULT.

THE XY GTHO PHASE III FOUND ITS HOME ON THE RACE TRACK TOO. THE 1971 BATHURST 500 AT MOUNT PANORAMA WAS ALL ABOUT THE XY. LEAD BY THE FACTORY FORD TEAM OF ALLAN MOFFAT AND TEAM MATE JOHN FRENCH. MOFFAT TOOK POLE POSITION FOR THE BIG RACE WITH A TIME OF 2:38.9 - 10 SECONDS FASTER THAN HIS 1970 POLE TIME, SET IN THE XW GTHO.

IN THE RACE, MOFFAT

THE RACE TAKING THE WIN, WITH 5 OUT OF THE
RESISTANCE TO THE FORD'S DAY - COLIN BOND

HE FINISHED FOURTH, A LAP BEHIND MOFFAT.



BIANTE™
MODEL CARS

1:43

44

Bianche Model Cars // Annual Model Guide



New Releases // 1:43 Scale

33 / B43402K - Holden EH Special Sedan - Fowlers Ivory Over Saltbush Green (1963)

34 / B43403C - Ford XW Falcon GTHO - Grecian Gold (1970)

35 / B43408B - Nissan Skyline GTR - Driver: Jim Richards - ATCC (1992)

36 / BL68745 - BMW M3 - Driver: Jim Richards - ATCC (1987)



37



38



39



40

45

Bianche Model Cars // Annual Model Guide

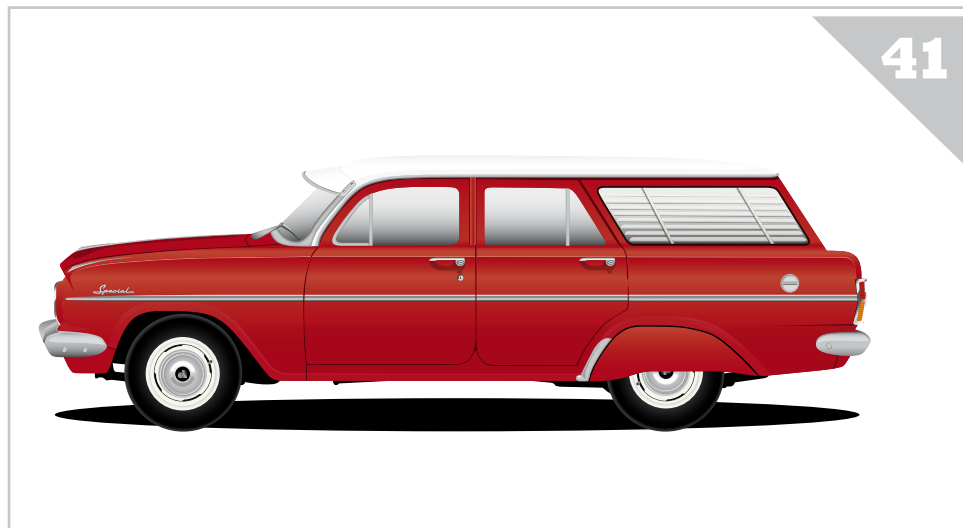
New Releases // 1:43 Scale

37 / BR43307D - FPV Cobra Ute

38 / B43402E - Holden EH Special Wagon - Fowlers Ivory (1963)

39 / B43601A - Holden LH Torana L34 - Drivers: Moss/Brabham - Bathurst (1976)

40 / BR43501C - Ford Sierra RS500 - Drivers: Johnson/Bowe - Bathurst Winner (1989)



41



42



43



44

New Releases // 1:43 Scale

41 / B43402H - Holden EH Special Wagon - Fowlers Ivory Over Winton Red (1963)

42 / B43401J - Ford Falcon XY GTHO - Drivers: Gibson/Seton - Bathurst (1971)

43 / B43406D - Holden VC Commodore Group C - Drivers: Brock/Richards - Bathurst Winner (1980)

44 / B43401H - Ford Falcon XY GTHO - Driver: Bill Brown - Bathurst (1971)



Don't forget to visit
www.biante.com.au
 for regularly updated information,
 photos & special offers for all the
 models across the Biante range.

DRIVER PROFILE

// Allan Moffat

DRIVER PROFILE

Allan Moffat - A Racing Hero.

Allan Moffat, OBE (born 10 November 1939 in Saskatoon, Saskatchewan, Canada) is a racing driver known for his success in the Australian Touring Car Championship and his four wins in the Bathurst 1000. Moffat was inducted into the V8 Supercar Hall of Fame in 1999.

Think Ford and you automatically think of Allan Moffat. Although he raced many cars for other car makers throughout his long and illustrious career it will always be his exploits at the wheel of the factory-backed Falcons during the 1970's that will be most celebrated.

Through his epic battles with the factory-backed Holdens, Allan did more than most to create the Bathurst legend and lay the foundations for the great Supercar V8 racing we so passionately enjoy today.

Allan Moffat leapt to prominence in 1969 driving his red Coca Cola Trans Am Mustang during the golden years of the Australian Touring Car Championship when the title was fought out between stars of the day like Norm Beechey, Bob Jane and Ian 'Pete' Geoghegan.

The Trans Am Mustang became Moffat's signature car, but it was his exploits at the wheel of a series of awesome Falcon racers that made him a household name throughout Australia.

But there is much more to Allan's career. Like his American Trans Am outright winning achievement in a Lotus Cortina. His "David and Goliath" battles at the wheel of a Mazda RX7 during the 1980s, his against the odds victory in the inaugural round of the World Touring Car Championship driving a Holden Commodore at Monza in Italy in 1987 and winning the Fuji 500 in a Ford Sierra in 1989.

Wherever he went, whatever he raced, Moffat succeeded. He was the consummate professional, never leaving anything to chance, with a rare blend of skill, mechanical sympathy and a steely determination to beat the odds and his rivals to the chequered flag.

With four Bathurst victories and four Australian Touring Car Championship titles to his name Moffat's record speaks for itself including winning numerous endurance championships and the inaugural Sports Sedan Championship. Allan also achieved class wins in each of the International 24 hour classic races at Daytona, Spa and Le Mans.



Model Information

Model Features:

1:18 Scale Diecast Model, Full Race Livery, Fully Opening Parts, Poseable Steering, Faithfully Replicated EB Falcon Engine Bay, EB Racing Body Kit, Accurately Represented Interior, Part Of The Allan Moffat Collection.

Model Details:

Ford EB Falcon - Drivers: Miedecke/Allam (Allan Moffat Racing) - Bathurst (1994)
Product Code - BNB0001



Recent Releases:



Model Details:

Mazda RX-7 - Drivers: Moffat / Hansford - Third Place Bathurst (1984)

Product Code - BNC0003



Model Details:

Mazda RX-7 - Drivers: Moffat / Hansford / Bartlett / McLeod - Daytona 24hr (1985)

Product Code - BNF0003

The 1:18 Scale Allan Moffat Collection:

Oct-98 - Ford XY Falcon GTHO - 1971 Bathurst 500 Winner

Jan-00 - Ford XW Falcon GTHO Phase II - 1970 Bathurst 1000 Winner

Dec-00 - Ford XC Falcon Cobra - 1978 Bathurst 1000

May-01 - Ford XB Falcon GT Hardtop - 1974 Bathurst 1000

Sep-01 - Ford XY Falcon GTHO - 1972 Bathurst 500

Nov-01 - Ford XC Falcon Hardtop - 1979 Bathurst 1000

Jan-02 - Ford XB Falcon GT Hardtop - 1977 ATCC Winner

Jun-02 - Ford XD Falcon - 1980 Bathurst 1000

Dec-02 - Ford XC Falcon Hardtop - 1977 Bathurst 1000 Winners Twin Set

Feb-03 - Ford XB Falcon GT Hardtop - 1975 Bathurst 1000

Jul-03 - Ford Sierra RS500 - 1988 Bathurst 1000

Feb-04 - Ford XW Falcon GTHO - 1969 Bathurst 1000

Dec-04 - Ford XA Falcon GT - 1973 Bathurst 1000 Winner

Feb-05 - Ford XY Falcon GTHO - 1973 ATCC

Oct-05 - 1975 Sports Sedan, Ford Capri RS3100

Aug-06 - Holden LX Torana SS A9X - 1979 AMSCAR

Nov-06 - Ford Lotus Cortina Mk1 - 1964 Sandown 6hr

Oct-07 - Ford XB Falcon - 1976 Bathurst

Apr-08 - Ford XB Falcon GT - 1974 ATCC

Jul-09 - Mazda RX7 - 1983 ATCC Winner

Nov-09 - Mazda RX7 - 1984 Bathurst 1000 3rd Place

Dec-09 - Mazda RX7 - 1995 Daytona 24hr

NEW RELEASES

// 1:64 Scale

1:64

54

Biente Model Cars // Annual Model Guide



1



2



3



4

New Releases // 1:64 Scale

- 1 / B64405A - Holden VK Commodore - Drivers: Brock/Perkins - Castrol 500 Winner (1984)
- 2 / B64405B - Holden VK Commodore - Drivers: Harvey/Parsons - Bathurst 2nd Place (1984)
- 3 / B642102F - Ford XW Falcon GTHO - Driver: Fred Gibson (1970)
- 4 / B640301E - Ford XE Falcon - Drivers: Johnson/Bartlett - Bathurst (1983)

5



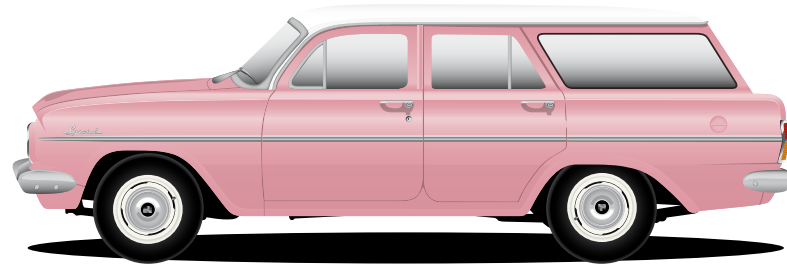
6



7



8



New Releases // 1:64 Scale

5 / B64405C - Holden VK Commodore - Drivers: Brock/Perkins - Bathurst Winner (1984)

6 / B642502K - Ford XC Cobra - Official Bathurst Track Car (1978)

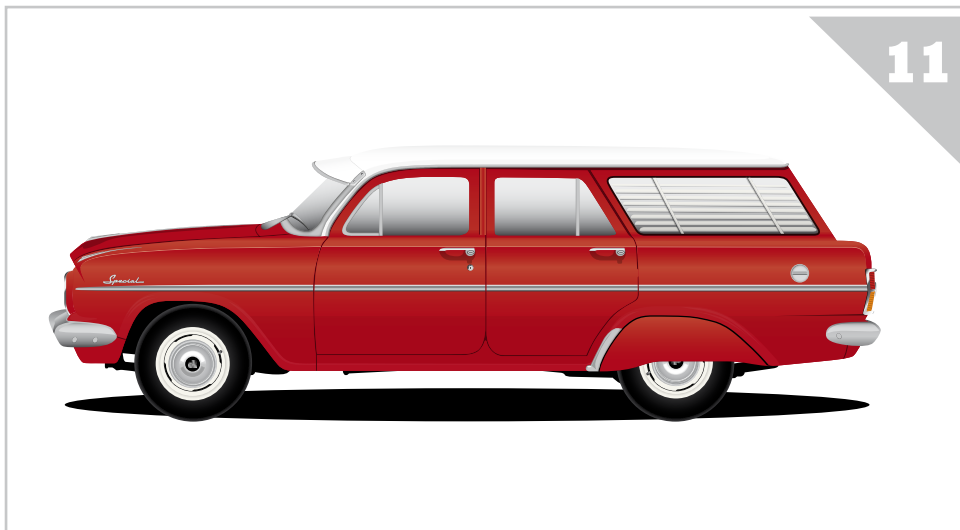
7 / B64402C - Holden EH Special Sedan - Fowlers Ivory Over Winton Red (1963)

8 / B64402F - Holden EH Special Wagon - Fowlers Ivory Over Jindabyne Mauve (1963)

1:64

56

Biante Model Cars // Annual Model Guide



New Releases // 1:64 Scale

9 / B64402K - Holden EH Special Sedan - Fowlers Ivory Over Saltbush Green (1963)

10 / B64402E - Holden EH Special Wagon - Fowlers Ivory (1963)

11 / B64402H - Holden EH Special Wagon - Fowlers Ivory Over Winton Red (1963)

12 / B64402D - Holden EH Special Sedan - Warrigal Black (1963)

13. THE FIRST 1:64 SCALE SANDMAN BY BIANTE.



New Releases // 1:64 Scale

The First 1:64 Scale Holden Sandman From Biante Model Cars:
13 / B64501A - Holden HX Sandman Van - Cotillion White (1976)

DRIVER PROFILE

// Peter Brock

DRIVER PROFILE

Peter Brock: The King Of The Mountain

Put simply, Peter Brock AM (born February 26 1945) personified motorsport in Australia and, even after his death in an accident in 2006, still does. Famous for his nine wins in the Bathurst 1000 touring car classic, Brock would become Australia's best known and most loved racing drivers, a fact that was proven by the public outpouring of emotion upon his death in September 2006.

A three-time Australian Touring Car Champion inducted into the V8 Supercar Hall of Fame in 2001, Brock was perhaps best known for his enduring relationship with Holden. However, he raced a range of cars across a variety of series including BMWs, Fords, Volvos and Peugeots.

From humble beginnings in a wild Austin A30, Brock was soon picked up by Harry Firth and the newly formed Holden Dealer Team in 1969. He finished third at Bathurst in his debut with the team that year and thus began a relationship with Holden that would take him to the very heights of Australian racing and on the occasional trip overseas.

While his nine wins at Bathurst would prove to be his making, it was his achievements in other forms of racing that proved he was a world-class driver. In infrequent open wheeler starts in the 1970s he showed his versatility but it was his win in the 1979 Round Australia Reliability Trial that stood as Brock's greatest personal achievement.

Against a field of rally stars and noted off-road aces, Brock led home a 1-2-3 in the gruelling event for Holden with its brand new Commodore model. Running on minimal sleep and brutal time schedules, Brock and his partners Noel Richards and Matt Philip won the classic race around Australia an achievement Brock counted as a personal favourite.

He also took Holden to Europe in the 1980s in the European Touring Car Championship and finished runner-up in the famous Spa 24 Hour in 1977 during a period of his career where he elected to leave the factory Holden team and discover life as a privateer.

After retiring from full-time V8 Supercar racing in 1997, Brock kept himself busy with entries in Targa Tasmania, the Australian Safari and Nations Cup racing in a mighty seven-litre Holden Monaro. But he couldn't resist the lure of Bathurst and made returns to the 1000 kilometre classic in 2002 (for Team Brock) and 2004 (for the Holden Racing Team) in addition to winning the 24 Hour race in 2003 with Greg Murphy, Todd Kelly and Jason Bright.

But it's beyond the racetrack that many of Brock's legacies live on.



The famous #05 racing number first appeared in 1975 as he worked with Victorian authorities promoting the campaign against drink driving. The number would become his for the next three decades as it related (and still does) to the 0.05% blood alcohol limit in his home state.

Upon his retirement from full-time driving in 1997 he established the Peter Brock Foundation and worked as an Athlete Liaison for the Australian Olympic team at both the Sydney and Athens Games.

The trophy given to the winners of the Bathurst 1000 each year is known as the Peter Brock Trophy and, while different drivers each year have the chance to win it, there will only ever be one King of the Mountain.

Recent Releases:



Model Details:

Holden VS Commodore - Driver: Peter Brock - ATCC (1997)

Product Code - B180401C



Model Details:

Holden LC Torana GTR XU-1 - Drivers: Brock/Morris - Bathurst (1970)

Product Code - A87061



The 1:18 Scale Peter Brock Collection:

Sep-99 - Holden LJ Torana GTR XU-1 - 1972 Bathurst 1000 Winner

Feb-00 - Holden LJ Torana GTR XU-1 - 1973 Bathurst 1000

Dec-01 - Holden LX Torana A9X Hatchback - 1977 Bathurst 1000

Dec-01 - Holden LH Torana L34 Sedan - 1976 Bathurst 1000

Jun-02 - Holden Monaro CV8 - 2002 Targa Tasmania

Oct-02 - Holden VX Commodore

Oct-02 - Holden VR Commodore - 1995 Bathurst 1000

Sep-03 - Holden HT Monaro GTS 350 - 1969 Bathurst 500

Oct-03 - Holden Monaro CV8 - 2003 Targa Tasmania

Dec-03 - Ford Sierra RS500 - 1989 Bathurst 1000

Apr-04 - Holden VS Commodore - 1997 Bathurst 1000

May-04 - Holden Monaro CV8 - 2004 Targa Tasmania

Oct-04 - Holden VY Commodore - 2004 Bathurst 1000

Nov-04 - Holden LX Torana A9X Hatchback - 1978 Bathurst 1000 Winner

Feb-05 - Holden VR Commodore - 1996 Bathurst 1000

Jul-05 - Holden Monaro CV8 (427) - 2003 Bathurst 24hr Winner

Aug-05 - Holden Monaro CV8 (427) - 2004 Nations Cup

Sep-05 - Holden LH Torana L34 - 1975 Bathurst 1000 Winner

Aug-06 - Holden Torana SS A9X - 1979 Bathurst 1000 Winner

Jan-07 - Porsche 956 - 1984 LeMans 24hr

Oct-07 - Holden LC Torana GTR XU-1 - 1971 Bathurst 1000

Oct-08 - Austin 7 - Paddock Basher

Oct-08 - Holden VS Commodore - Barbagello Round Win

Oct-08 - Holden VK Commodore - 1984 Bathurst 1000 Winner

May-09 - Holden LC Torana GTR XU-1 - 1970 Bathurst 500

Oct-09 - Holden VL Commodore SS Group A - 1987 Bathurst 1000

Dec-09 - Holden VL Commodore SS Group A - 1987 Bathurst 1000 Winner

Jan-10 - Holden VK Commodore - 1984 Sandown 500 Winner

BIANTE SUPERCARS

// V8 Supercar Range

1:18: B18302A
1:64: B64302A

1



1:18: B18302E
1:43: B43302E
1:64: B64302E

2



1:18: B18302B
1:43: B43302A
1:64: B64302B

3



1:18: B18302C
1:43: B43302B
1:64: B64302C

4



FEATURE MODEL



2008 Jim Beam Racing Ford BF Falcon

It has been a long time in the making, but after an absence from the market of several years, we didn't want to re-enter the V8 Supercar Diecast market simply by re-using old tooling.

Initially the BF was set up to be a face lift of our existing BA tooling however we felt this would never have done these cars justice, so on the back of our latest FG Falcon and VE Commodore tooling, the BF has been sent back to the workshop for a complete re-fit.

All of the latest features have been included in our range of BF's, from photo etched parts like the brake rotors and a complete under body makeover to add all of the details expected in a 2010 release.

Model Information

Model Features:

1:18 Scale Diecast Model, Full Jim Beam Livery, Fully Opening Parts, Poseable Steering, Detailed Lines and Hoses, Faithfully Replicated Engine Bay, Photo Etched Parts.

Model Details:

Jim Beam Racing Ford BF Falcon - Driver: Steven Johnson (2008)
Product Code: B18302B

1:18: B18302D
1:43: B43302C
1:64: B64302D

5



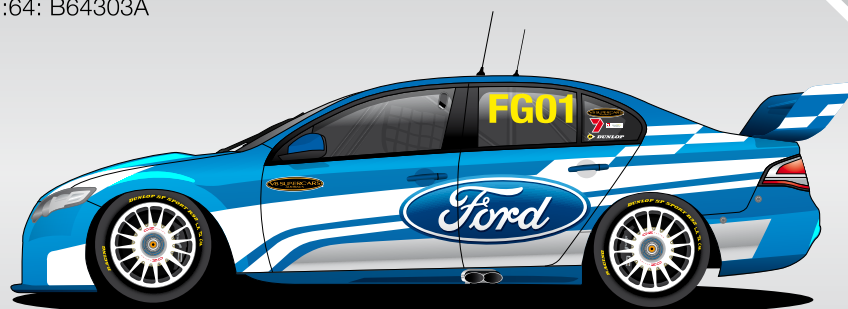
1:18: B18302F
1:43: B43302F

6



1:18: B18303A
1:43: B43303A
1:64: B64303A

7



1:18: B18303B
1:43: B43303B
1:64: B64303B

8



- 5 / Fujitsu Racing Ford BF Falcon - Drivers: Bright/Macrow - Bathurst (2008)
- 6 / Norton 360 Ford BF Falcon - Driver: James Moffat - Fujitsu Development Series (2009)
- 7 / Ford FG01 Launch Car (2008)
- 8 / Jim Beam Racing Ford FG Falcon - Driver: Steven Johnson (2009)

1:18: B18303C
1:43: B43303C
1:64: B64303C

9



1:18: B18303D
1:43: B43303D
1:64: B64303D

10



1:18: B18303F
1:43: B43303F
1:64: B64303F

11



1:18: B18301C
1:43: B43301C
1:64: B64301C

12



1:18: B18301J
1:43: B43301J
1:64: B64301J

13



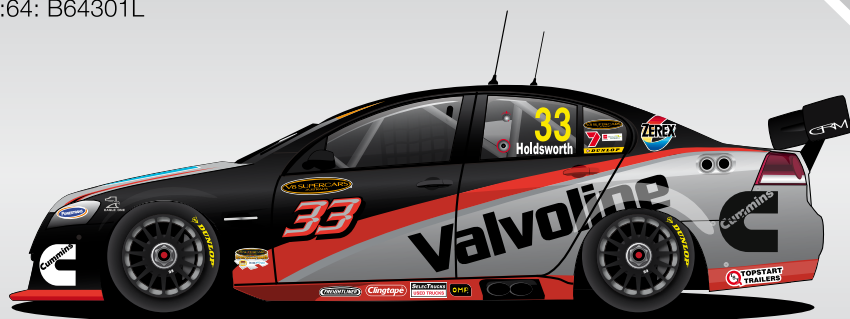
1:18: B18301K
1:43: B43301K
1:64: B64301K

14



1:18: B18301L
1:43: B43301L
1:64: B64301L

15



1:18: B18301M
1:43: B43301M
1:64: B64301M

16



FEATURE MODEL



2010 Jim Beam Racing Ford FG Falcon

The conclusion of the 2009 season of the Australian V8 Supercars Championship saw both drivers, Steven Johnson and James Courtney having a solid year, steering the team to third place in the teams championship, so a big year in the 2010 series was expected and Jim Beam Racing certainly hasn't disappointed.

The 2010 season has seen Jim Beam Racing on top of the podium on a consistent basis to see James Courtney leading the championship for the majority of the season. In one of his most consistent seasons, Courtney has steered the number 18 Jim Beam backed Ford FG Falcon to numerous race wins to put him in the box seat to become the 2010 V8 Supercar Champion.

Model Information

Model Features:

1:18 Scale Diecast Model, Full 2010 Jim Beam Racing Livery, Fully Opening Parts, Poseable Steering, Detailed Lines and Hoses, Faithfully Replicated Engine Bay, Photo Etched Parts.

Model Details:

#17 Jim Beam Racing Ford FG Falcon - Driver: Steven Johnson (2010)

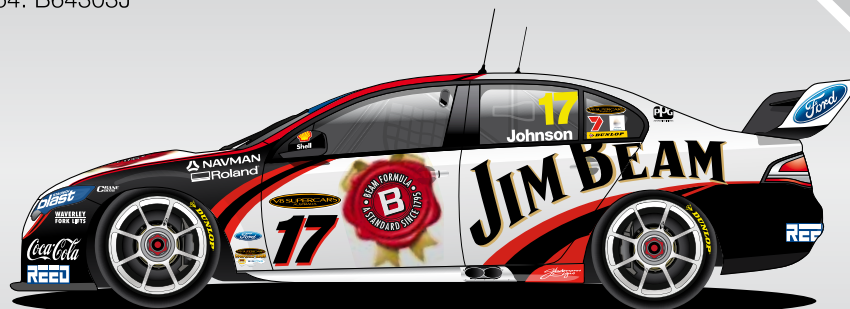
Product Code: B18303J

#18 Jim Beam Racing Ford FG Falcon - Driver: James Courtney (2010)

Product Code: B18303K

1:18: B18303J
1:43: B43303J
1:64: B64303J

17



1:18: B18303K
1:43: B43303K
1:64: B64303K

18



1:18: B18303N
1:43: B43303N (Twinset)
1:64: B64303N (Twinset)

19



1:18: B18303P
1:43: B43303N (Twinset)
1:64: B64303N (Twinset)

20



1:18: B18301P
1:43: B43301P
1:64: B64301P

21



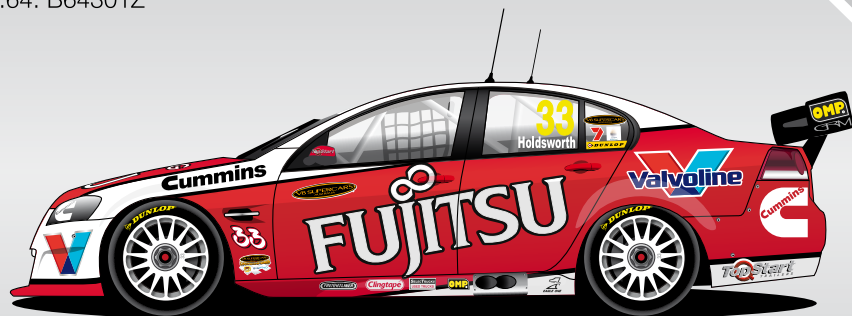
1:18: B18301N
1:43: B43301N
1:64: B64301N

22



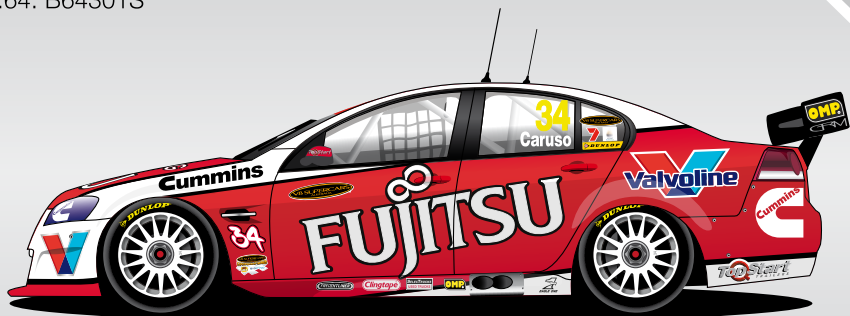
1:18: B18301Z
1:43: B43301Z
1:64: B64301Z

23



1:18: B18301S
1:43: B43301S
1:64: B64301S

24



21 / Trading Post Racing Holden VE Commodore - Driver: Jason Bright (2010)

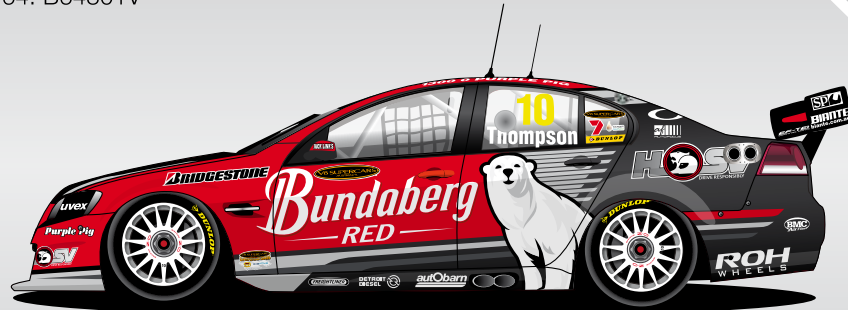
22 / Team BOC Holden VE Commodore - Driver: Jason Richards (2010)

23 / Garry Rogers Motorsport Holden VE Commodore - Driver: Lee Holdsworth (2010)

24 / Garry Rogers Motorsport Holden VE Commodore - Driver: Michael Caruso (2010)

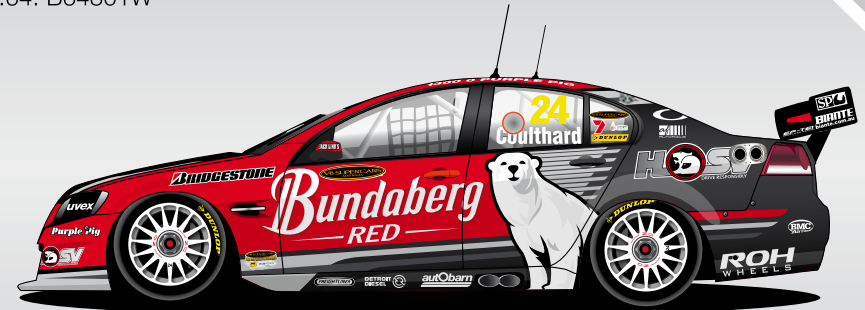
1:18: B18301V
1:43: B43301V
1:64: B64301V

25



1:18: B18301W
1:43: B43301W
1:64: B64301W

26



1:18: B18301T
1:43: B43301T
1:64: B64301T

27

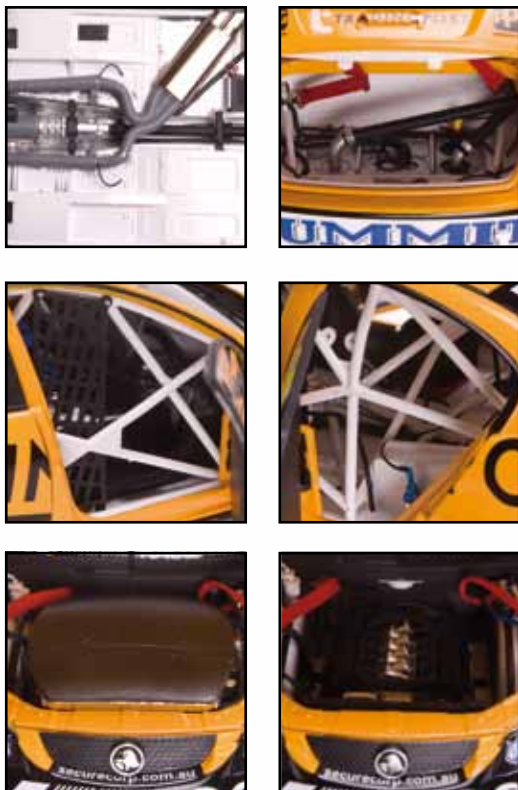


1:18: B18301Y
1:43: B43301Y
1:64: B64301Y

28



FEATURE MODEL



2010 Trading Post Racing VE Commodore

One of the biggest news stories leading into the 2010 season was the move back to Holden by Jason Bright, backed by Telstra owned Trading Post, in a deal that would see the 1996 Bathurst Winner drive a Brad Jones Racing prepared Holden VE Commodore.

Several tooling changes have been incorporated into the Biante 1:18 Scale 2010 VE Commodore, including revised engine air intake and photo etched radiator blanking which can be seen under the BOC logo on the front bumper, revised fuel fillers and revised exhaust position under the rear passenger door. 2010 has also seen the introduction of a control wheel and while this pre-production sample is on the old OZ Wheels, the Trading Post VE will be delivered on the new control rims.

Model Information

Model Features:

Brand new tooling upgrades including revised rear wing and new exhaust modifications, detailed engine bay with removable air box, highly detailed boot and fuel system, braided lines and hoses, faithfully replicated race interior, full race livery.

Model Details:

Trading Post Racing Holden VE Commodore - Driver: Jason Bright (2010)
Product Code: B18301P

DRIVER PROFILE

// Dick Johnson

DRIVER PROFILE

Dick Johnson: The People's Champion

If ever there was a 'people's champion' of Australian motor racing, there's no doubt it would be Ford hero Dick Johnson (born April 26 1945). The three-time Bathurst 1000 winner is one of only three men to win the Australian Touring Car Championship on five different occasions (1981, 1982, 1984, 1988, 1989) and shot into the nation's sporting conscience on October 5, 1980 at Bathurst.

Having mortgaged his house to build a new Falcon to take on the Great Race, Johnson found himself dominating the race in the early stages. However, a rock accidentally rolled onto the circuit by a spectator would quickly bring his world crashing down around him. Unable to avoid it, the Queensland hero smashed into it and was launched into the concrete wall, his car destroyed.

Appearing on national television in tears, an amazing sequence of events followed for Johnson. Viewers began calling into their local stations asking to pledge money to help him rebuild his car, with the Ford Motor Company matching the donations dollar for dollar to get Johnson back on track for 1981. With the funds he built a new car and repaid the people in style, with his first Australian Touring Car Championship followed by his first Bathurst win in the accident shortened James Hardie 1000.

From there, Johnson and his team would grow into one of the biggest and most successful in the country. A change in touring car rules in the mid-1980s forced him into a quiet few years driving underpowered Mustangs before the arrival of the mighty turbocharged Ford Sierra sent him back to the front of the pack.

Johnson and his team produced the fastest Sierras in the world after initially being embarrassed at the hands of the European visitors to Bathurst in 1987 and would prove nearly unstoppable. A 10 year partnership with teammate John Bowe reaped Bathurst wins in 1989 and 1994 and their success continued on in Ford Falcons when the rules again changed. Back-to-back victories in the Sandown 500 in 1994 and 1995 proved that Dick Johnson Racing was indeed at the heights of its powers.

Johnson would also prove his racing credentials in a range of vehicles away from touring car racing. Long before Marcos Ambrose ventured to America in search of NASCAR success, Johnson saddled up in a Ford Thunderbird in selected events in 1989 and 1990, making an impression on the locals with his speed and ability to talk while driving to the in-car camera!

He won the Eastern Creek 12 Hour production car race with Bowe in a Mazda RX7SP in 1995 and even tried Super Truck racing for a while before settling back into full-time touring car racing.



BNF0001 - 1:18 Scale Ford EB Falcon

Drivers: Johnson/Bowe

Bathurst Winner (1994)

1:18

Johnson retired at the end of the 1999 season, handing over the famous #17 Falcon to son Steve to carry on the family name and legacy. He made a single comeback at Queensland Raceway in 2000 when DJR's international signing Jason Bright was committed in America, but apart from that Johnson has stuck true to his word.

Currently, Johnson is still one of the main men in the Australian V8 Supercar series, running one of the most respected and competitive teams in the business, Jim Beam Racing. His son, Steven is still behind the wheel of the famous #17 car, 10 years after being given his first opportunity.

Always good for a wisecrack but totally committed and serious on the track, Dick Johnson was inducted into the V8 Supercar Hall of Fame in 2001.



Recent Releases:



Model Details:
Holden FJ Special - Driver: Dick Johnson - His First Race, Lakeside (1964)
Product Code - A86460



Model Details:
Ford XD Falcon - Driver: Dick Johnson - ATCC Champion (1981)
Product Code - B180201E

The 1:18 Scale Dick Johnson Collection:

- Dec-00 - Ford XC Falcon Hardtop - 1979 Lakeside
- Aug-01 - Ford AU Falcon - 1999 Bathurst 1000
- Nov-01 - Ford XE Falcon - 1984 Bathurst 1000
- Apr-02 - Ford XD Falcon - 1981 Bathurst 1000 Winner
- Aug-02 - Sierra RS500 - 1989 Bathurst 1000 Winner
- Jan-03 - Ford XE Falcon - 1983 Bathurst 'Hardies Heroes' Crash Car
- Oct-03 - Holden LJ Torana GTR XU1
- Jan-04 - Ford XD Falcon - 1980 Bathurst 1000
- Jul-04 - Ford AU Falcon - 2000 V8 Supercars, Queensland 500
- Feb-05 - Ford Sierra RS500 - 1988 ATCC
- Apr-05 - Ford XC Falcon - 1978 Bathurst 1000
- Jun-06 - Ford XE Falcon - 1982 Bathurst 1000
- Oct-07 - Ford XE Falcon - 1984 ATCC Winner
- Dec-08 - Holden FJ Special - 1964 Lakeside
- Apr-09 - 1:18 - Ford XD Falcon - 1982 ATCC Winner
- Apr-10 - Ford XD Falcon - 1981 ATCC Winner



**1:10 SCALE
BY BIANTE**

// Biante Get Bigger

BIANTE GET BIGGER

1:10 Scale Jim Beam Racing FG.

Biante Model Cars have had years of success producing high quality diecast models however this success has been limited to only 1:64, 1:43 and 1:18 scales. While being the Australian market leaders in the production of models in this size, Biante have taken a giant step into 1:10 scale.

Biantes new range of 1:10 scale models began in 2009 with the introduction of our range of 1:10 scale signature bonnets. These bonnets, based on our range of popular cars racing in the Australian V8 Supercars were the first for the Australian market and are the perfect size to get your favourite driver's autograph and display them on your wall.

Based on the success of the 1:10 scale signature bonnet range, Biante then expanded the range to include 1:10 scale bumpers, again based upon one of the most popular teams in the V8 Supercars, Jim Beam Racing, being raced out of the Dick Johnson Racing stable. Our 1:10 scale bumpers are another collectable item that has been received with much fan-fare, looking extremely stylish in the display box packaging.

These two successful forays into the world of 1:10 scale models would inevitably lead us to produce the first 1:10 scale model car for the Australian collector's market. Again, for this huge project, we have based the first two models in our 1:10 scale range on the 2010 Jim Beam Racing Ford FG Falcons racing in the V8 Supercars series.

One of the premier teams in the V8 Supercars, Jim Beam Racing has enjoyed an impressive season filled with race wins and consistent performances by lead drivers Steven Johnson and James Courtney, and at the time of printing are leading both the team and driver's championship.

The 1:10 scale Jim Beam Racing Ford FG Falcons are most certainly the biggest models Biante have ever produced while also being the smallest production run we have ever done to ensure they retain their exclusive status to those collectors lucky enough to be able to acquire one.

At production runs of only 20 each of the Johnson car and the Courtney car, this range commands a high price to match the rare numbers, and Biante Model Cars look forward to bringing you more 1:10 scale across our range of bonnets, bumpers and now cars for a number of years to come.



Model Information:

Model Features:

The first V8 Supercar in 1:10 Scale ever produced, Full 2010 Jim Beam Racing Livery, High Quality, Non Opening Parts Resin Mould, Exceptional Detail, Comes With Custom Display Case.

Model Details:

1:10 Scale Jim Beam Racing Ford FG Falcon V8 Supercar - #17 Driver: Steven Johnson (2010)
Product Code - B10303J
Limited Edition Of Only 20 Units Worldwide.

1:10 Scale Jim Beam Racing Ford FG Falcon V8 Supercar - #18 Driver: James Courtney (2010)
Product Code - B10303K
Limited Edition Of Only 20 Units Worldwide.





Biante Get Bigger // 1:10 Scale

- 1 / B10401C - Ford FG Falcon 'FG01' Signature Bonnet (2008)
- 2 / B10401A - Jim Beam Racing Ford FG Falcon Signature Bonnet (2009)
- 3 / B10401H - Fujitsu Racing Ford FG Falcon Signature Bonnet (2009)
- 4 / B10402C - Garry Rogers Motorsport Holden VE Commodore Signature Bonnet (2009)

5



6



7



8



Blante Get Bigger // 1:10 Scale

5 / B10402B - WOW Racing Holden VE Commodore Signature Bonnet (2009)

6 / B10402A - Team BOC Holden VE Commodore Signature Bonnet (2009)

7 / B10401K - Ford FG Falcon Signature Bonnet (2010)

8 / B10402D - Holden VE Commodore Signature Bonnet (2010)



Biante Get Bigger // 1:10 Scale

9 / B10402N - Team BOC Holden VE Commodore Signature Bonnet (2010)

10 / B10402P - Trading Post Racing Holden VE Commodore Signature Bonnet (2010)

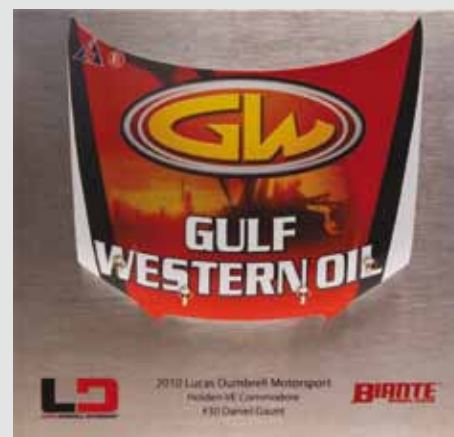
11 / B10402W - Bundaberg Red Racing Holden VE Commodore Signature Bonnet (2010)

12 / B10402Y - Centaur Racing Holden VE Commodore Signature Bonnet (2010)

13



14



15



16



Biante Get Bigger // 1:10 Scale

13 / B10402R - GRM / Fujitsu Holden VE Commodore Signature Bonnet (2010)

14 / B10402T - Lucas Dumbrell Motorsport Holden VE Commodore Signature Bonnet (2010)

15 / B10401L - Jim Beam Racing #17 Ford FG Falcon Signature Bonnet (2010)

16 / B10401M - Jim Beam Racing #18 Ford FG Falcon Signature Bonnet (2010)



Biante Get Bigger // 1:10 Scale

17 / B10401Q - FPV FG GT Falcon Signature Bonnet - Sensation Mica (2010)

18 / B10401R - FPV FG GT Falcon Signature Bonnet - Lightning Strike (2010)

19 / B10401S - FPV FG GT Falcon Signature Bonnet - Sunburst (2010)

20 / B10401T - FPV FG GT Falcon Signature Bonnet - Silhouette Black (2010)

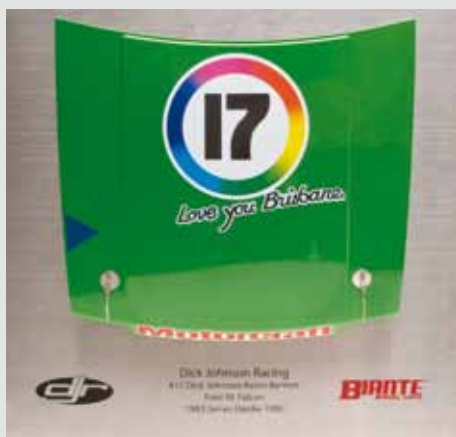
21



22



23



24



Biante Get Bigger // 1:10 Scale

21 / B10404A - Ford XD Falcon Signature Bonnet - Drivers: Johnson/French (1980)
 22 / B10404B - Ford XD Falcon Signature Bonnet - Drivers: Johnson/French (1981)
 23 / B10405A - Ford XE Falcon Signature Bonnet - Drivers: Johnson/Bartlett (1983)
 24 / B10405B - Ford XE Falcon Signature Bonnet - Drivers: Johnson/French (1984)

25



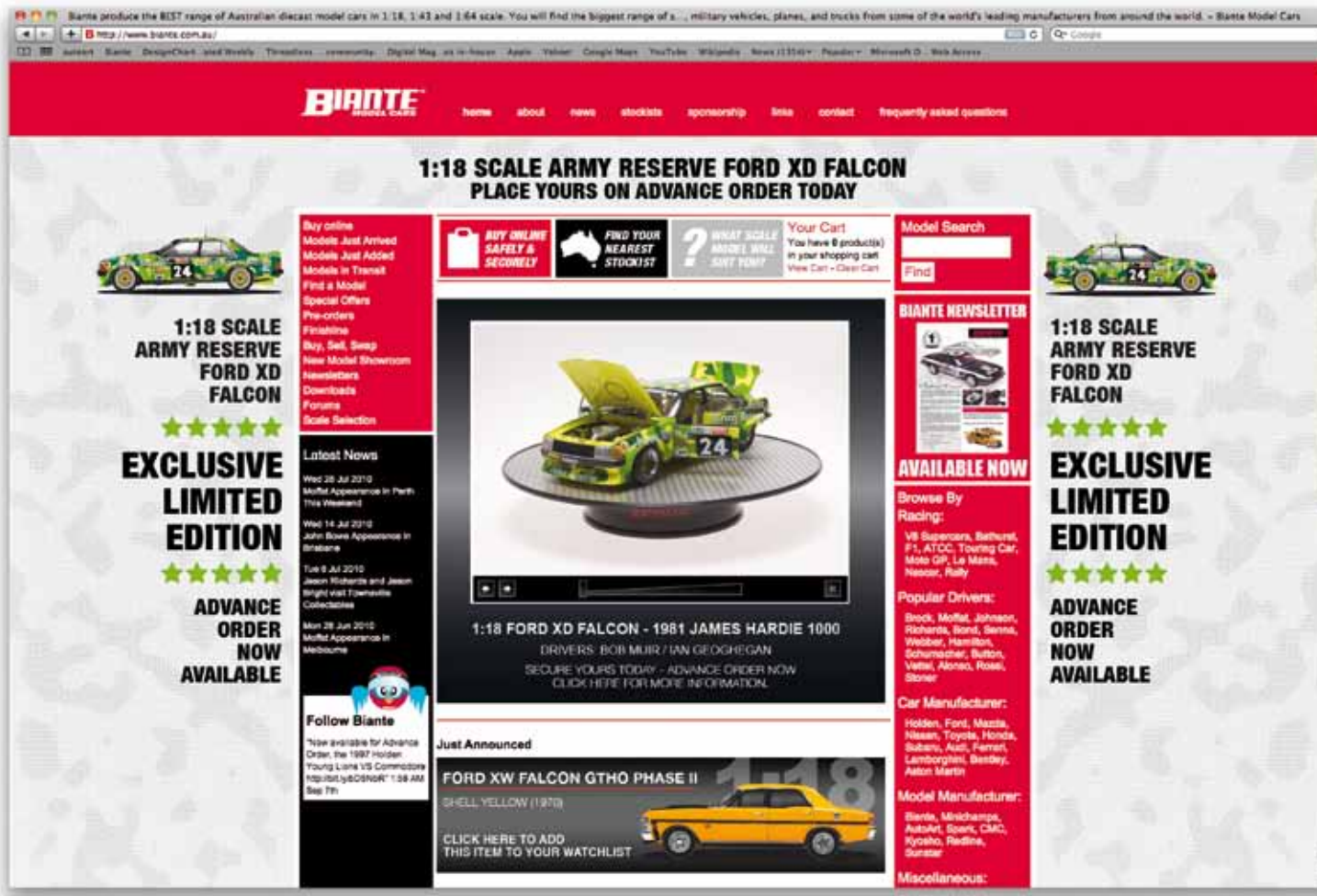
26



Biante Get Bigger // 1:10 Scale

25 / B10101B - Jim Beam Racing Ford FG Falcon Front Bumper - Driver: Steven Johnson (2010)
26 / B10101A - Jim Beam Racing Ford FG Falcon Front Bumper - Driver: James Courtney (2010)

VISIT US ONLINE



Biante Model Cars Online:

- Buy online safely & securely.
- Find your nearest Biante dealer.
- See our massive range.
- Check out the weekly specials.
- View any special offers.
- Join the collectors club.
- Free newsletters.
- Keep updated with latest news.
- View new releases.
- View new announcements.
- Free downloads.
- Chat on our forum.
- Follow us on Facebook & Twitter.

For Latest News, Updates & Model Announcements - www.biante.com.au

**1:12 SCALE
BY BIANTE**

// Norton Motorcycles

NORTON & BIANTE

1:12 Scale Norton Motorcycles

Biante Model Cars have signed an agreement with the iconic British motorcycle marque Norton Motorcycles. This is Biante's first foray into motorcycles, or anything non car related, so to be moving into this field with Norton is a very exciting next step.

We will be producing several Norton Motorcycles in 1:12 scale. The initial release will include the three motorcycles currently produced by Norton – the Commando 961 SE, Commando 961 Cafe Racer and the Commando 961 Sport.

The history of Norton is a bumpy ride over a long and winding road. In 1898, Birmingham-born James Lansdowne Norton founded the Norton Manufacturing Company in the city to produce bicycle chains.

Four years later the company started to build motorbikes, buying in engines from overseas. In 1907, a Norton won the first TT and by 1910, there were eight models, two with Norton engines.

A better engineer than business administrator, JL Norton found his firm was on the verge of insolvency in 1913 and was saved by one of its creditors, forming Norton Motors Limited, which secured a government contract to supply the Russian army with engines during the First World War. The famous Norton logo appeared around this time.

In 1924, Alec Bennett won the Senior TT on a Norton, the first rider to average over 60mph in the race. James Norton died the following year. During the 1930s Norton cemented its place in racing history, winning seven of the nine Isle of Man Senior TT races between 1931 and 1939, when the factory started to produce the 100,000 bikes it built for the war effort.

In 1949, Norton introduced the Dominator model and continued to race successfully, but got into more financial trouble in 1953 and was sold to Associated Motorcycles. Production was shifted to London.

In 1966 the company was bought by Manganese Bronze Holdings and relaunched as Norton-Villiers. An injection of new capital resulted in the development of the first Commando.

In 1972, Norton-Villiers merged with the BSA-Triumph Group but industrial unrest and reductions in Government subsidies led the company into receivership in 1974.

In 1988 Norton was relaunched with production in Lichfield but the bikes made more impact on the track than the forecourt.

During the mid 90s attempts to consolidate Norton and start producing bikes in the US remained in the doldrums until bought by Stuart Garner in 2008.

Since then, Norton has launched the new Norton Commando 961 SE, a special limited edition of 200 bikes that sold out instantly.

As stated, the initial run of Biante Motorcycles will focus on the three current Norton Motorcycles, with all three produced in 1:12th Scale.



Upcoming Releases:

- B12001A - Norton Motorcycles - 961 SE Commando - Black With Gold
- B12003A - Norton Motorcycles - 961 Cafe Racer - Black With Gold
- B12002A - Norton Motorcycles - Commando 961 Sport - Black With Gold
- B12003B - Norton Motorcycles - 961 Cafe Racer - Red With Gold
- B12003C - Norton Motorcycles - 961 Cafe Racer - Yellow With Black
- B12002B - Norton Motorcycles - Commando 961 Sport - Red With Gold
- B12003D - Norton Motorcycles - 961 Cafe Racer - Silver With Red and Black
- B12002C - Norton Motorcycles - Commando 961 Sport - Yellow With Black
- B12002D - Norton Motorcycles - Commando 961 Sport - Silver With Red and Black

NORTON MODEL INFORMATION



1.

Bike Description:

Norton Commando 961 Cafe Racer

Models Being Produced:

- B12003A - Black With Gold
- B12003B - Red With Gold
- B12003C - Yellow With Black (Pictured)
- B12003D - Silver With Red and Black

2.

Bike Description:

Norton Commando 961 Sport

Models Being Produced:

- B12002A - Black With Gold
- B12002B - Red With Gold (Pictured)
- B12002C - Yellow With Black
- B12002D - Silver With Red and Black

3.

Bike Description:

Norton Commando 961 SE

Model Being Produced:

- B12001A - Black With Gold (Pictured)



BIANTE ACCESSORIES

// Display Cases, Bases & More



Biante Accessories

- 1 / B10499 - Biante Motorised Turntable - Suits Most 1:18 Scale Models
- 2 / B10498J - Biante Poster Tube - Blue
- 3 / B10498H - Biante Poster Tube - Black
- 4 / B10498K - Biante Poster Tube - Red



B10499 - Biante Motorised Turntable (Suits Most 1:18 Scale Models) - Model Not Included

ACCESSORIES

88

Biante Model Cars // Annual Model Guide



5



6



7



8

Biante Accessories

- 5 / B10498D - Biante Display Base - Brushed Aluminium Finish
- 6 / B10498A - Biante Display Base - Carbon Fibre Finish
- 7 / B10498E - Biante Display Base - Slimline Wooden Base
- 8 / B10497 - Biante Model Cars Umbrella



B10498 - Biante Clear Acrylic Display Case (Suits Most 1:18 Scale Models) - Model Not Included

**CURRENTLY
AVAILABLE**

// 1:18 Scale



Currently Available // 1:18 Scale

- 1 / A72492: Holden FJ Special - Carema Green (1954)
- 2 / A72586: Holden LC Torana GTR XU-1 - Plumdingler (1970)
- 3 / A73371: Holden HJ Monaro GTS 308 2 Door - Jamaica Lime (1974)
- 4 / A73454: Holden LX Torana SS A9X - Tuxedo Black (1977)



5



6



7



8

Currently Available // 1:18 Scale

- 5 / A86460: Holden FJ Special - Driver: Dick Johnson - His First Race, Lakeside (1964)
- 6 / A87060: Holden LC Torana GTR XU-1 - Driver: Colin Bond - Bathurst (1970)
- 7 / A87061: Holden LC Torana GTR XU-1 - Driver: Brock / Morris - Bathurst 1970)
- 8 / A87062: Holden LC Torana GTR XU-1 - Bathurst (1970)



9



10



11



12

Currently Available // 1:18 Scale

- 9 / A87162: Holden LC Torana GTR XU-1 - Driver: Colin Bond - Bathurst (1971)
- 10 / A87163: Holden LC Torana GTR XU-1 - Drivers: Cooke/Leeds - Bathurst (1971)
- 11 / A87466: Holden LH Torana L34 - Drivers: Richards/Coppins (1974)
- 12 / A87812: Ford XC Falcon Hardtop - Drivers: Goss/Pescarolo - Bathurst (1978)

FEATURE MODEL

13



Brock 01 - Peter Brock's First Car

All great stories start somewhere and in Peter Brock's case, it was on the family farm on the outskirts of Melbourne. The then 14-year-old got his hands on a couple of derelict Austin 7s and found one to be in working order. The eager youngster promptly decided to hack off the body with mother Ruth's axe and this paddock-basher became the King of the Mountain's first car. It was essentially a bare chassis with a plank as a passenger seat for anyone brave enough to ride alongside the young tear-away. The enterprising Brock welded on steel frames, to hold in place a variety of parts – including the steering column – and would take the machine flying around the dirt roads of the surrounding areas. He even rebuilt the engine on his bedroom floor; a room he shared with older brother Neil.

His career would develop quickly and the old Austin 7 would slip into memory; until it turned up in storage, in a roof at a workshop in Moorabbin, in suburban Melbourne, nearly half a century later. The owner soon realised what he had and after Brock's death in 2006, the Peter Brock Foundation (the charitable organisation Peter had created in 1997) decided the historic car should be rebuilt. RDA Brakes bought the virtually complete remnants and donated them to the Foundation, leaving Peter Denman, a mate of Brock's, to get to work putting together this part of Australian motor sport history. With a \$10 000 donation from Mobil (a long-time Brock backer) and volunteer help from the Austin 7 Club of Victoria, 'Brock 01' was brought back to life, using as many original parts as possible. This included the radiator cowl which had been personally salvaged by Peter. The chassis, engine, gearbox and rear drive line remain completely original, making it one of the most authentic and complete Brock-built cars to this day.

A new driver's seat and steering wheel were sourced, as well as new timber for the floorboards (reclaimed from the stock of wood Peter had used in his hobby of furniture making). 'Brock 01' was brought back to life by brother Lewis, on Brock Road, almost 50 years after the same buggy had sped around the corners of Hurstbridge. 'Brock 01' was, quite simply, the car that started the legend.

Model Details:

Model Features:

1:18 Scale Diecast Model, Photo Etched Parts, Replicated Wooden Parts, Accurately Replicated Leather Seat, Stunning Engine Detail, Austin 7 Badge, Forms Part Of The Biente Peter Brock Collection.

Model Details:

Brock 01 - Driver: Peter Brock - His First Car.

Product Code - BNA0002



14



15



16



17

Currently Available // 1:18 Scale

- 14 / A89176: Nissan R32 Skyline GT-R - Driver: Jim Richards - ATCC Winner (1991)
- 15 / A89177: Nissan R32 Skyline GT-R - Drivers: Gibbs/Onslow - Sandown 500 Winner (1991)
- 16 / A89178: Nissan R32 Skyline GT-R - Plain Body Version - White (1991)
- 17 / B18401A: Chevrolet Camaro - Biante TCM Commemorative Edition (2008)



18



19



20



21

18 / B180401C: Holden VS Commodore - Driver: Peter Brock - ATCC (1997)

19 / B180401D: Holden VR Commodore - Drivers: Skaife/Richards - Bathurst (1995)

20 / B180402G: Holden VR Commodore - Driver: Craig Lowndes - ATCC Winner (1996)

21 / B182703A: Holden VL Commodore SS Group A - Permanent Red (1986)

Currently Available // 1:18 Scale

FEATURE MODEL

The Last Of The Big Bangers

If the old beaten up Austin 7 paddock basher was the car that a young Peter Brock used to teach himself how to drive like a legend then surely the Group C Class Holden Dealer Team VK Commodore that he drove to victory at the 1984 James Hardie 1000 is the car that cemented his place in history as the mountain's most legendary driver.

The Great Race of 1984 was dubbed the "Last of the Big Bangers" because it would be the last time the heavily modified and powerful Group C race cars, like the HDT VK Commodores, would race at Bathurst. The Group C class of cars were being replaced by the international Group A formula for the upcoming 1985 Australian Touring Car Championship, so it was the last time you would see the sheer power of the Group C cars racing around Bathurst and Brock and his Holden Dealer Team were keen to see this race out with a bang.

Ask anyone which cars they remember most from the early 1980's Group C touring car racing and surely near the top of the list will be the 1984 Holden Dealer Team VK Commodores in their dayglo red/orange and white colour scheme. This two car team would prove to be one of the most dominant teams in Bathurst history with Peter Brock and Larry Perkins driving the famous number 05 car to victory and John Harvey and David Parsons bringing the number 25 car home in second for a dominant 1-2 finish for the team, and the 3rd straight Bathurst victory for Brock and Perkins.

Due to the historical and sentimental significance the 1984 Bathurst Winner has for many collectors and motoring enthusiasts, Biante have taken no shortcuts in producing these two stunning models. Biante has inspected and measured the car from Peter Champion's collection and the number 05 car has had a total nut and bolt restoration, with most of the work carried out by the people who actually built the car in 1984.

To go along with the extremely high standard of detail and workmanship in this new model, our box packaging has also been stepped up a grade with opening lid and team drivers podium presentation photo as they appeared at Bathurst in 1984. A 1:18 scale replica of the actual Scott Aspen helmet that Peter Brock wore is also included, attached to the base plate.

The 1984 Bathurst Winning Holden VK Commodore and the runner up car are both available from Biante now.



Model Details:

Model Features:

1:18 scale diecast model, photo etched parts, accurately replicated interior, stunning engine detail, differences between #05 and #25, chrome parts throughout, number 05 forms part of the Biante Peter Brock Collection.

22 / Model Details:

1:18 Scale Holden VK Commodore,
Drivers: Brock / Perkins - Bathurst Winner (1984)
Product Code - B182704C

23 / Model Details:

1:18 Scale Holden VK Commodore
Drivers: Parsons / Harvey - Bathurst Runner Up (1984)
Product Code - B182704E



23

22



24



25



26



27

Currently Available // 1:18 Scale

24 / B182701A: Holden VB Commodore SL/E - Sandlewood (1978)

25 / B182702A: Holden VC Commodore SL/E - Tuxedo Black Over Aztec Silver (1980)

26 / B182704F: Holden VK Commodore - Drivers: Brock/Perkins - Sandown 500 Winner (1984)

27 / B182704G: Holden VK Commodore SS Group A - Formula Blue / White Aero Wheels (1985)



28



29



30



31

111

Biante Model Cars // Annual Model Guide

Currently Available // 1:18 Scale

- 28 / B182705B: Holden VK Commodore SS Group 3 - Alpine White (1985)
- 29 / BNC0003: Mazda RX-7 - Drivers: Moffat/Hansford - Third Place, Bathurst (1984)
- 30 / BNF0003: Mazda RX-7 - Drivers: Moffat/Hansford/Bartlett/McLeod - Daytona 24hr (1985)
- 31 / A87762: Holden LX Torana A9X Sedan - Drivers: Morris/Fitzpatrick - Bathurst (1977)

**CURRENTLY
AVAILABLE**

// 1:43 Scale

1:43

114

Bianche Model Cars // Annual Model Guide



Currently Available // 1:43 Scale

1 / A53313: Holden FJ Special - Lithgow Cream (1954)

2 / A53314: Holden FJ Special - Carema Green (1954)

3 / A53323: Holden 48-215 FX - Lithgow Cream (1953)

4 / A53324: Holden 48-215 FX - Gawler Cream (1949)



5



6



7



8

115

Biante Model Cars // Annual Model Guide

Currently Available // 1:43 Scale

5 / A53325: Holden 48-215 FX - Forester Green (1950)

6 / A53423: Holden HK Monaro GTS327 - Silver Mink (1968)

7 / A53424: Holden HK Monaro GTS327 - Picardy Red (1968)

8 / A53452: Holden LX Torana SS A9X - Jasmine Yellow (1977)

1:43

116

Bianche Model Cars // Annual Model Guide



Currently Available // 1:43 Scale

9 / A53453: Holden LX Torana SS A9X - Flamenco Red (1977)

10 / A53461: Holden LX Torana SL/R5000 - Ultra Blue (1977)

11 / A53462: Holden LX Torana SL/R5000 - Tuxedo Black (1977)

12 / A53472: Holden LH Torana SL/R5000 L34 - Barbados Green (1974)



13



14



15



16

117

Biante Model Cars // Annual Model Guide

Currently Available // 1:43 Scale

13 / A53473: Holden LH Torana SL/R5000 L34 - Salamanca Red (1974)

14 / B432701A: Holden VB Commodore SL/E - Aztec Silver (1978)

15 / B432702A: Holden VC Commodore SL/E - Nocturne Blue over Atlantis Blue (1980)

16 / B43401A: Ford XY Falcon GTHO Phase III Twinset (1971)



17



18



19



20

Currently Available // 1:43 Scale

17 / B43401B: Ford XY Falcon GTHO Phase III - Nugget Gold (1971)

18 / B43401D: Ford XY Falcon GTHO Phase III - Driver: John French - (1971)

19 / BL66460: Holden FJ Special - Driver: Dick Johnson - His First Race, Lakeside (1964)

20 / BL66860: Holden HK Monaro GTS327 - Drivers: McPhee/Mulholland - Bathurst (1968)

21



22



23



24



Currently Available // 1:43 Scale

- 21 / BL66911: Ford XW Falcon GTHO - Drivers: Moffat/Hamilton - Bathurst (1969)
 22 / BL66961A: Holden HT Monaro GTS350 - Drivers: Bond/Roberts - Bathurst (1969)
 23 / BL66962A: Holden HT Monaro GTS350 - Driver: Peter Brock - Bathurst (1969)
 24 / BL67312: Ford Falcon XY GTHO - Driver: Allan Moffat - ATCC Winner (1973)



25



26



27



28

Currently Available // 1:43 Scale

25 / BL67314: Ford XA Falcon GT Hardtop - Drivers: Goss/Bartlett - Bathurst (1973)

26 / BL67460: Holden LH Torana L34 - Drivers: Bond/Skelton (1974)

27 / BL67560: Holden LH Torana SL/R5000 L34 - Driver: Allan Grice - ATCC (1975)

28 / BL67561: Holden LH Torana L34 - Drivers: Brock/Sampson - Bathurst Winner (1975)

29



30



31



32



- 29 / BL67660: Holden LH Torana SL/R5000 - Driver: John Harvey (1976)
 30 / BL67761: Holden LX Torana SS A9X - Drivers: Brock/Brock - Bathurst (1977)
 31 / BL67861: Holden LX Torana A9X Hatch - Drivers: Brock/Richards - Bathurst Winner (1978)
 32 / BL67911: Ford XC Falcon - Drivers: Moffat/Fitzpatrick - Bathurst (1979)

Currently Available // 1:43 Scale



33



34



35



36

Currently Available // 1:43 Scale

- 33 / BL67963: Holden LX Torana A9X - Driver: Bob Morris - ATCC Winner (1979)
- 34 / BL67964: Holden LX Torana A9X - Amscar - Driver: Allan Moffat (1979)
- 35 / BL67967: Holden LX Torana A9X - Drivers: Brock/Richards - Bathurst Winner (1979)
- 36 / B430401B: Holden VR Commodore - Drivers: Skaife/Richards - Bathurst (1995)



37



38



39



40

123

Biante Model Cars // Annual Model Guide

Currently Available // 1:43 Scale

37 / B430402B: Holden VS Commodore - Driver: Mark Skaife - ATCC (1998)

38 / BR43306A: HSV W427 - Sting Red (2008)

39 / BR43306B: HSV W427 - Heron White (2008)

40 / BR43306C: HSV W427 - Phantom (2008)

**CURRENTLY
AVAILABLE**

// 1:64 Scale

1:64

126

Biante Model Cars // Annual Model Guide



Currently Available // 1:64 Scale

1 / A20701: Holden 48-215 FX - Black (1948)

2 / A20703: Holden 48-215 FX - Caspian Blue (1950)

3 / A20704: Holden 48-215 FX - Guinea Gold (1951)

4 / A20705: Holden 48-215 FX - Sorrento Green (1952)



5



6



7



8

127

Biante Model Cars // Annual Model Guide

Currently Available // 1:64 Scale

5 / B640401A: Holden VR Commodore - Drivers: Brock/Mezera - Bathurst (1995)

6 / B640401B: Holden VR Commodore - Drivers: Brock/Mezera - Bathurst (1996)

7 / B640401D: Holden VR Commodore - Drivers: Skaife/Richards - Bathurst (1995)

8 / B640402B: Holden VS Commodore - Drivers: Brock/Skaife - Bathurst (1997)



9



10



11



12

Currently Available // 1:64 Scale

9 / B640501C: Holden VL Commodore SS Group A - Drivers: Percy/Grice - Bathurst Winner (1990)

10 / B640901E: Holden LJ Torana GTR XU-1 - Drivers: Brock/Chivas - Bathurst (1973)

11 / B640901F: Holden LJ Torana GTR XU-1 - Strike Me Pink (1972)

12 / B640903C: Holden LC Torana GTR XU-1 - Driver: Peter Brock - Bathurst (1971)



13



14



15



16

129

Biante Model Cars // Annual Model Guide

Currently Available // 1:64 Scale

13 / B640903D: Holden LC Torana GTR XU-1 - Drivers: Brock/Morris - Bathurst (1970)

14 / B640903E: Holden LC Torana GTR XU-1 - Lina Mint (1970)

15 / B640903F: Holden LC Torana GTR XU-1 - Rally Red (1970)

16 / B641001F: Holden HK Monaro GTS327 - Drivers: McPhee/Mulholland - Bathurst Winner (1968)

1:64

130

Bianchi Model Cars // Annual Model Guide



17



18



19



20

Currently Available // 1:64 Scale

17 / B642101K: Ford XY Falcon GTHO Phase III - True Blue (1971)

18 / B642102F: Ford XW Falcon GTHO - Driver: Fred Gibson (1970)

19 / B642201C: Holden LH Torana SL/R5000 L34 - Chrome Yellow (1974)

20 / B642201D: Holden LH Torana SL/R5000 L34 - Barbados Green (1974)

21



22



23



24



Currently Available // 1:64 Scale

21 / B642202E: Holden LH Torana L34 - Drivers: Richards/Coppins - 3rd Place, Bathurst (1974)

22 / B642301H: Holden LX Torana SS A9X - Persian Sand (1977)

23 / B642301J: Holden LX Torana SS A9X - Atlantis Blue (1977)

24 / B642301K: Holden LX Torana SS A9X - Mint Julep (1977)



25



26



27



28

Currently Available // 1:64 Scale

25 / B642302G: Holden LX Torana A9X - Drivers: Janson/Perkins - 2nd Place, Bathurst (1979)

26 / B642302H: Holden LX Torana A9X Hatchback - Drivers: Grice/Leffler - Bathurst (1978)

27 / B642701A: Holden VB Commodore SL/E - Jasmine Yellow (1978)

28 / B642701B: Holden VB Commodore SL/E - Flamenco Red (1978)

29



30



31



32



29 / B642702A: Holden VC Commodore SL/E - Tuxedo Black Over Aztec Silver (1980)

30 / B642702B: Holden VC Commodore SL/E - Atlantis Blue (1980)

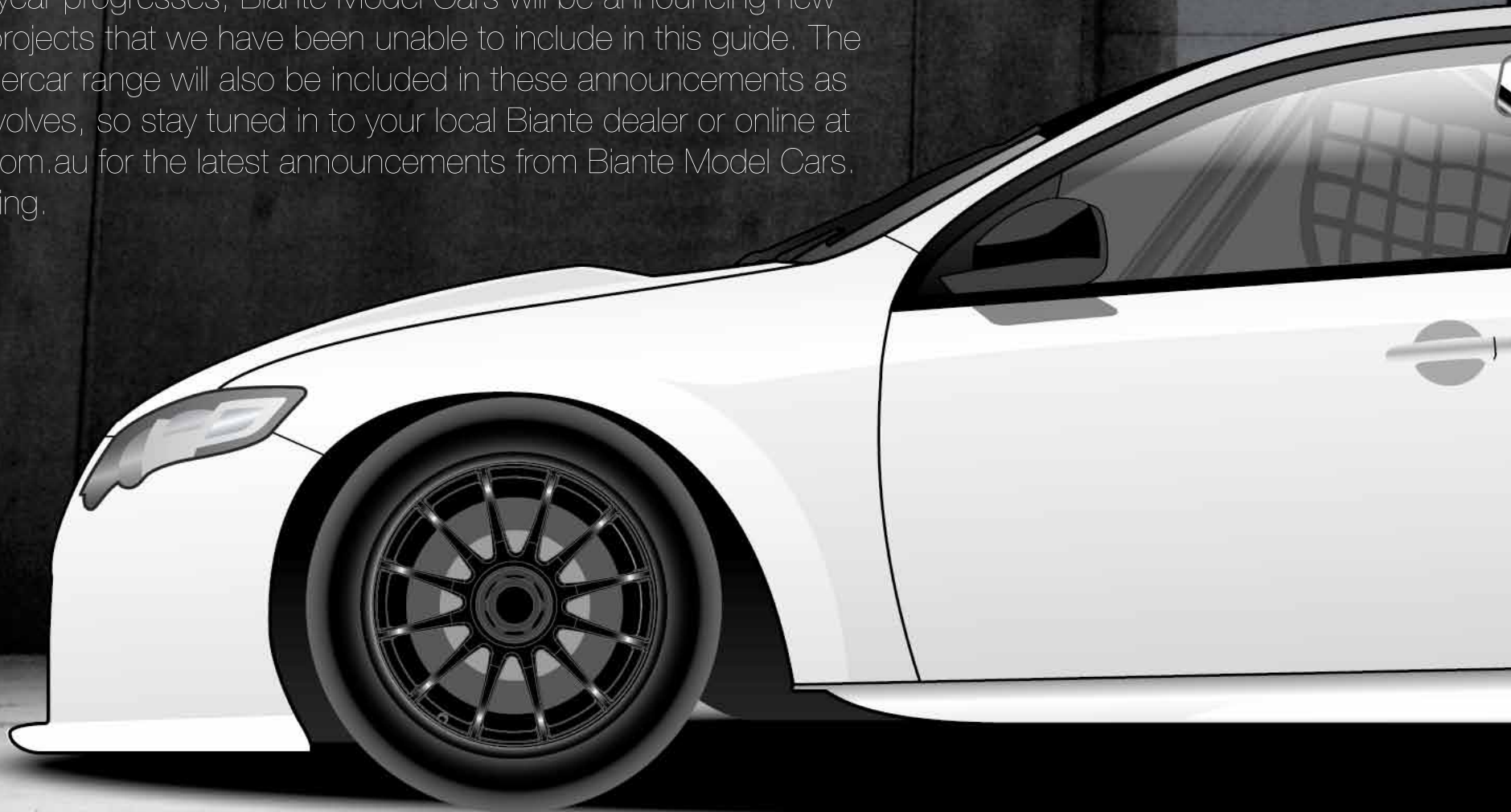
31 / B642705A: Holden VK Commodore SS Group Three - Asteroid Silver (1985)

32 / B642801B: Holden VZ Commodore SS - Impulse Metallic (2004)

Currently Available // 1:64 Scale

NEW ANNOUNCEMENTS

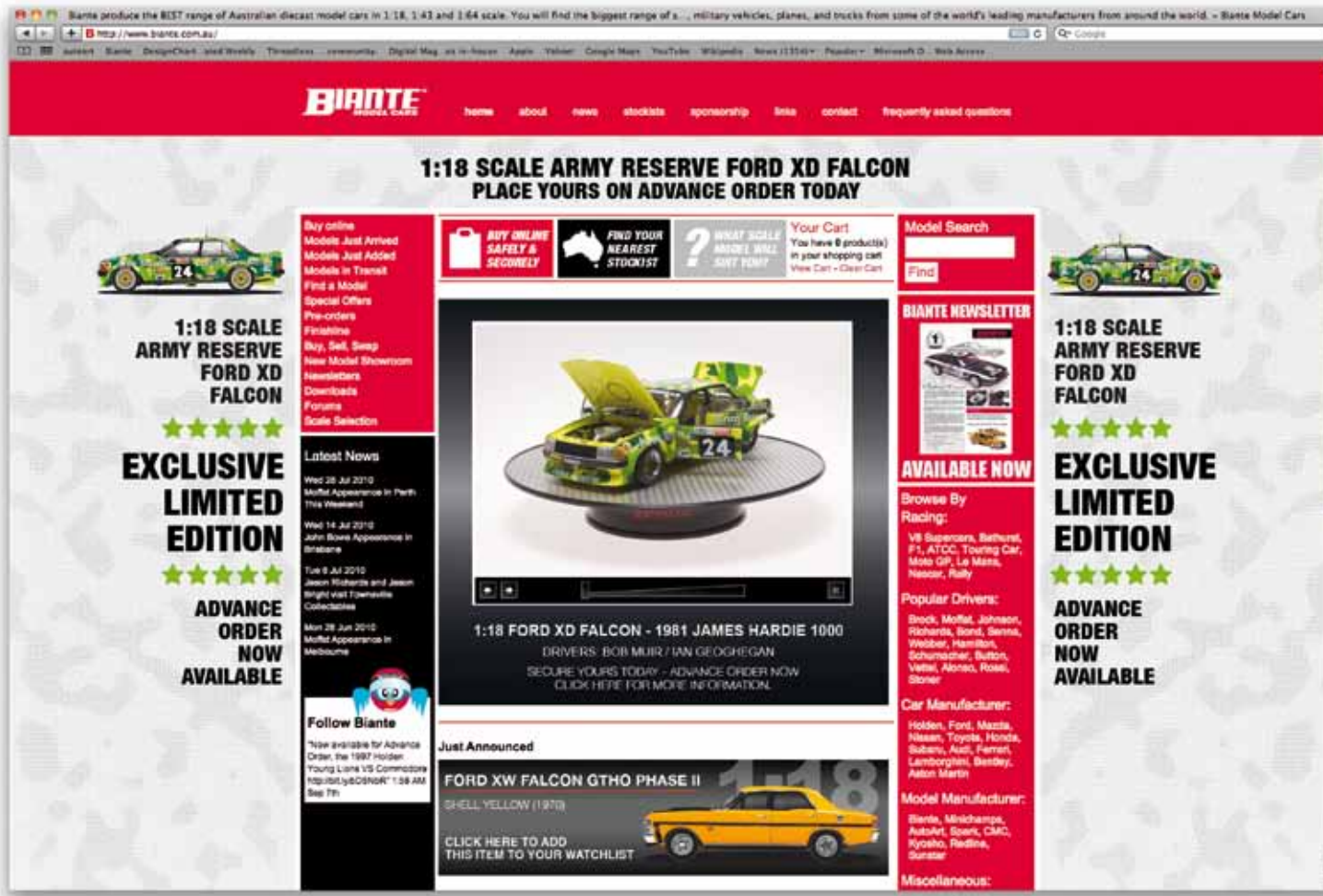
As the 2011 year progresses, Biante Model Cars will be announcing new and exciting projects that we have been unable to include in this guide. The 2011 V8 Supercar range will also be included in these announcements as the season evolves, so stay tuned in to your local Biante dealer or online at www.biante.com.au for the latest announcements from Biante Model Cars. Happy collecting.



A
DG.



VISIT US ONLINE



Biente Model Cars Online:

- Buy online safely & securely.
- Find your nearest Biente dealer.
- See our massive range.
- Check out the weekly specials.
- View any special offers.
- Join the collectors club.
- Free newsletters.
- Keep updated with latest news.
- View new releases.
- View new announcements.
- Free downloads.
- Chat on our forum.
- Follow us on Facebook & Twitter.

For Latest News, Updates & Model Announcements visit Biente Model Cars - www.biente.com.au.



Website: www.biante.com.au - Phone: +61 8 9479 5130

Fax: +61 8 9479 5165 - Email: info@biante.com.au

Address: 54 Belgravia Street Belmont, Western Australia 6104

There Are Many Ways To Order Your Models From Biante Model Cars:



In Store:

Biante distribute to over 200 stores Australia wide. Visit www.biante.com.au to find your local stockist.



www.biante.com.au

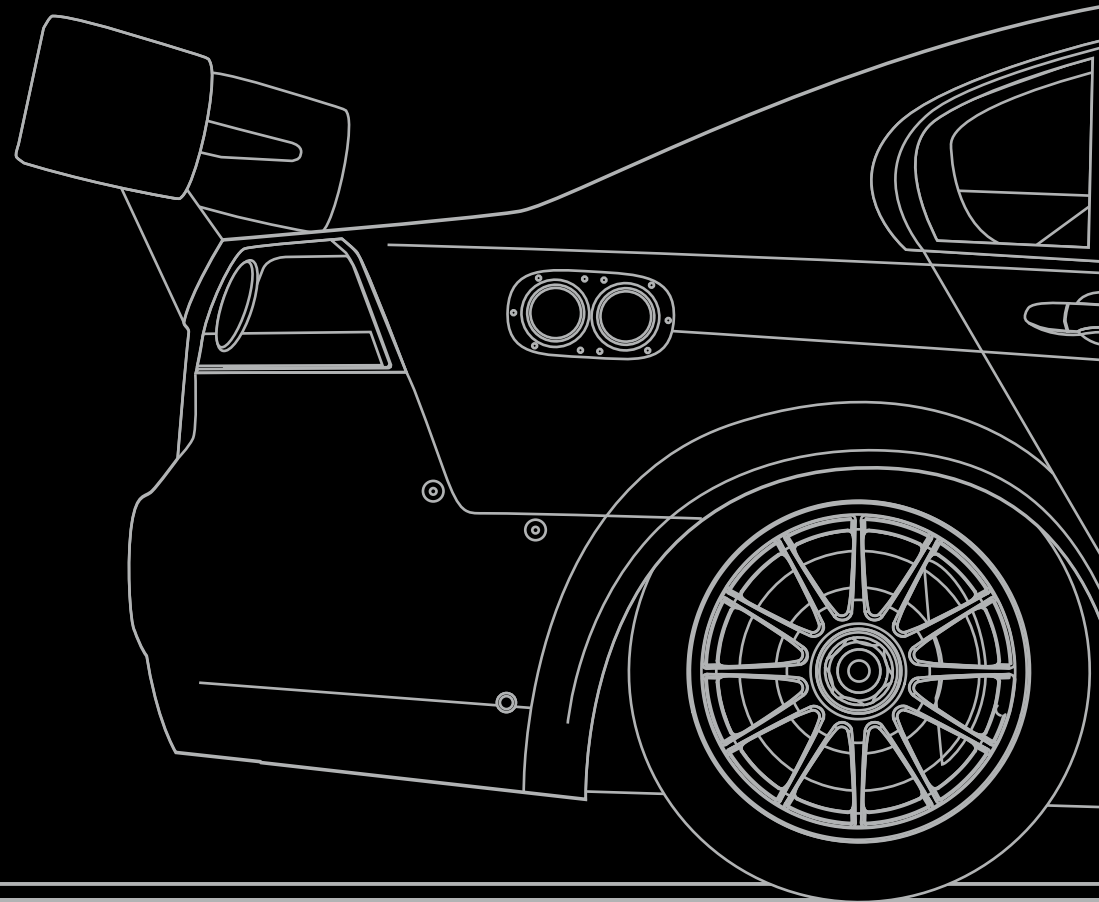
Enter your product code into the model search bar and follow the prompts. Alternatively, email your order to: sales@biante.com.au



Phone

Call us on +61 8 9479 5130. Make sure you have the product code of the item you wish to buy, your address and payment method ready.

www.biante.com.au



Phone: +61 8 9479 5130 - Fax: +61 8 9479 5165

Email: info@biante.com.au - Address: 54 Belgravia Street Belmont, Western Australia 6104

BIANTETM
MODEL CARS