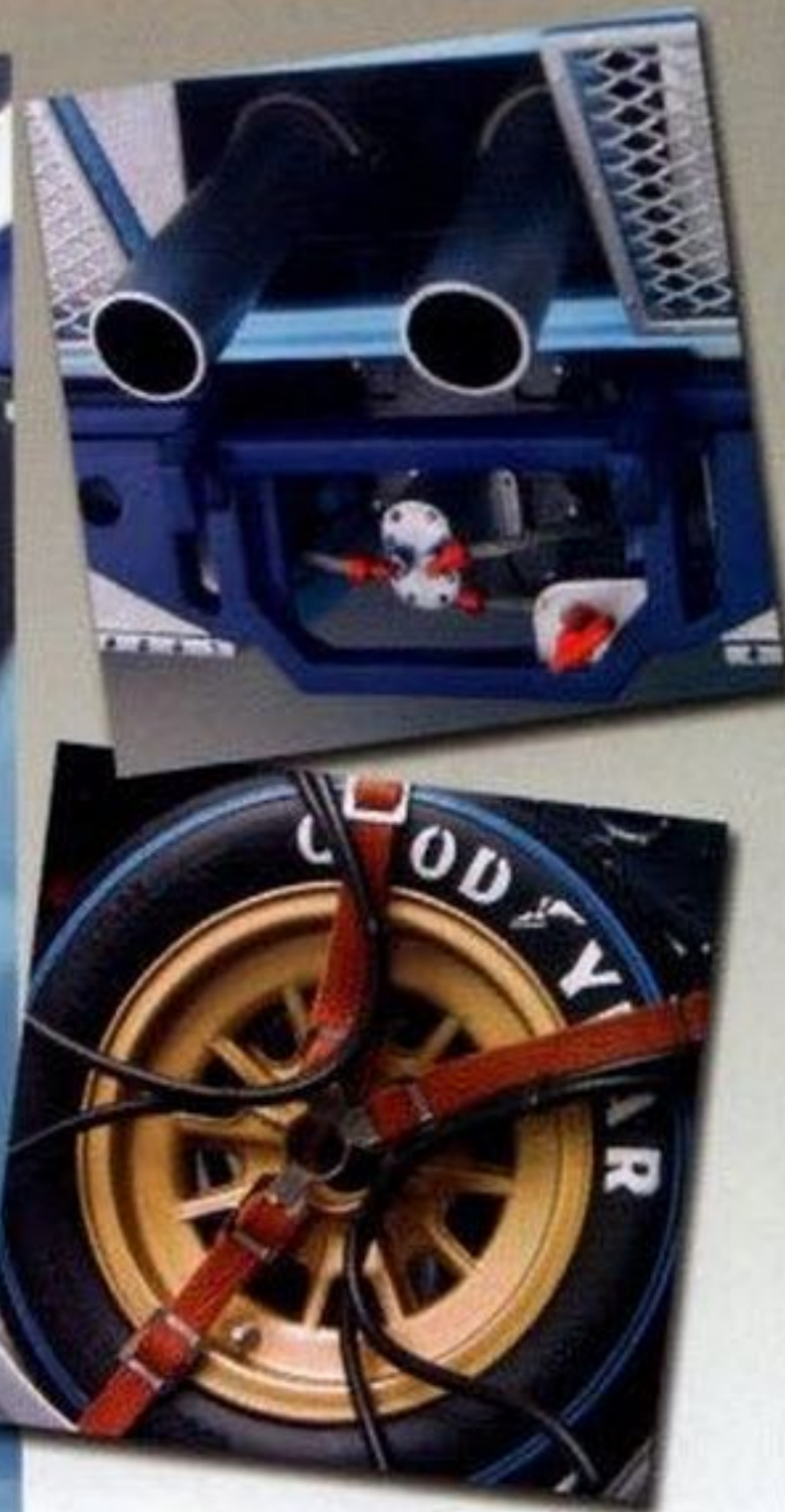


Exoto Collectibles 2004



v. **04**





1966



LMC10010
1966 Ford GT40 Mk II, Winner, 1966 Le Mans 24 Hours
Driven by Chris Amon/Bruce McLaren



LMC10011
1966 Ford GT40 Mk II, Second, 1966 Le Mans 24 Hours
Driven by Ken Miles/Denis Hulme

1967



LMC10020
1967 Ford GT40 Mk IV, Winner, 1967 Le Mans 24 Hours
Driven by Dan Gurney/A.J. Foyt



LMC10021
1967 Ford GT40 Mk IV, Fourth, 1967 Le Mans 24 Hours
Driven by Bruce McLaren/Mark Donohue

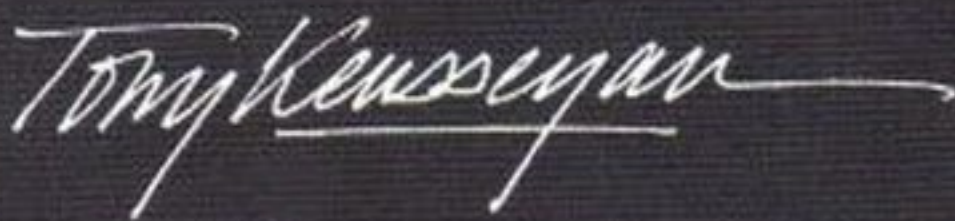
1989



LMC10040
1989 Sauber-Mercedes C9, Winner, 1989 Le Mans 24 Hours
Driven by Jochen Mass/Manuel Reuter/Stanley Dickens

A Labor of Love

Growing up, I loved race cars. I still do. So for me, this is a dream come true. An opportunity to bring together artistic craftsmanship and an unwavering attention to historical detail. To raise the business of model making to an art form. To create, as I like to say, the Art History of Racing. Happily, I've found that there are others who share my passion. Collectors. Racing enthusiasts. History buffs. People who are obsessed with accuracy and detail. People who won't settle for anything less than perfection. People like you. And me.



Tony Keusseyan

President



V.04.01 Contents

Exoto Collectibles 2004

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Fifteen Dollars



Racing Legends

Great Cars Deserve Great Models

Sports car racing has existed for about as long as there have been two cars with courageous drivers in the same place at the same time. The line that separates road cars from racing cars has often been blurred, but with our Racing Legends Collection, Exoto is pleased to offer some of the most significant sports cars that were designed for competition from day one!

Racing Legends is an exciting line of collectors quality diecast models designed in superb 1:18 scale. These incredible miniature replicas feature hundreds of precision scaled parts with intricate finishing that includes fully functioning steering, working suspension, highly detailed interior, genuine tread pattern design on rubber-like tires, accurate wiring and plumbing, individually cast exhaust headers, and a wealth of photo-etched and machined parts.

When you hold one of these models in your hands, you'll feel the weight of quality, see the precision in the details and marvel at the hand applied, eleven-step finish with painted-on graphics. All pushed to new industry standards.

Start your collection of historically significant Racing Legends today. Countless hours of sweat and passion have gone into each replica, designed with you, the enthusiast, in mind!

A Racing Legend... take good care of it for the next generation!

exoto.



Shelby Cobra 260 Roadster

An American Vision

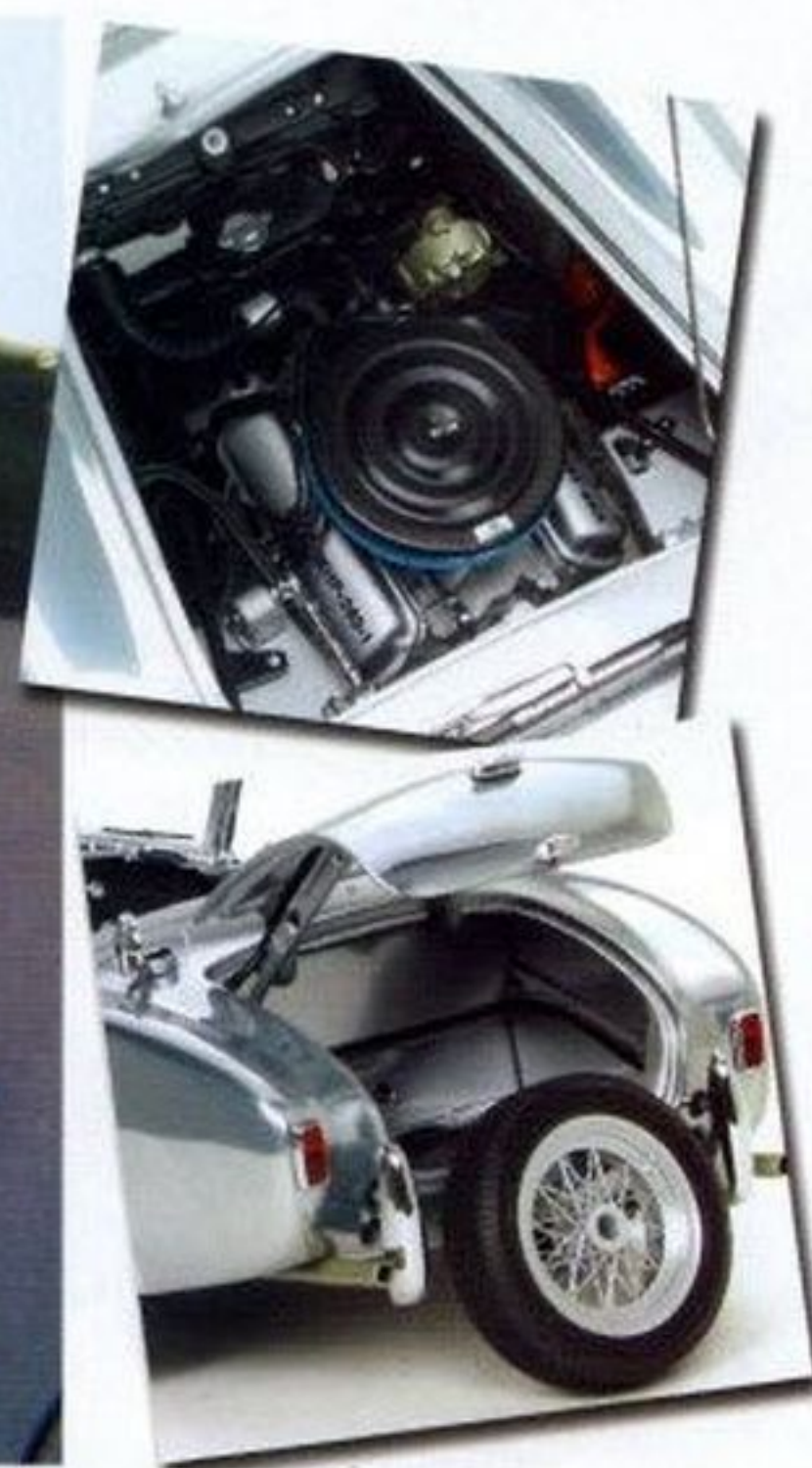
★ WINNER ★
2002 Model
of the Year

To many, the Cobra 260 needs no introduction. If it wasn't for this car, the Shelby American Legend would not have seen the light of day. Yet, surprisingly, it remained unattended in the high detail and big scale modeling worlds. Unattended!? That is, of course, until now.

The Exoto team of dedicated enthusiasts put their minds and resources together in creating the most ambitious project ever in the diecast modeling world... As the story unfolds, the models will become available according to their historical chronology!



1:18 SCALE • NUMBERED EDITIONS
DIE-CAST METAL • 250+ PRECISION PARTS



1962



RLG18120 - Retired
Shelby 260 Roadster
The First Car



RLG18121 - Retired
Shelby AC Cobra 260 Roadster
The First Logo



RLG18122 - Retired
Shelby 260 Roadster
Soft-Top



RLG18123 - Retired
Shelby AC Cobra 260 Roadster
The First Painted Car



RLG18124
Shelby AC Cobra 260 Roadster
Carroll Shelby School of High Performance Driving



PRM11130
Standox Daytona Paradise
Special Effect Finish



RLG18125
First Racing Cobra, 1962 Riverside
Driven by Bill Krause

1963



RLG18126
First Cobra Victory, 1963 Riverside
Driven by Dave MacDonald



Approximately
8 1/2" in length



Corvette Grand Sport Coupe

Zora's Snake Eater

INNER ★
9 Model
he Year

The Lightweight Corvette Grand Sport was Chevrolet's muscle-bound factory special racer. Equipped with a 377 cubic inch aluminum-block, it was designed to blow the hoods off Ferraris and Carroll Shelby's Cobras at famous world tracks like Sebring or Le Mans.

Overshadowed by an umbrella of corporate politics, Zora Arkus-Duntov and his elite engineering team managed to build enough parts to build five complete cars before the top brass at GM stopped production. But they couldn't stop the five cars that did pass through Chevrolets doors, and neither could the competition!





1963



RLG18020 - Retired
1963 Nassau Speedweek
Prototype



RLG18022 - Retired
1963 Nassau Speedweek
Driven by Dick Thompson



RLG18023 - Retired
1963 Nassau Speedweek
Driven by Hall/Pabst/Cannon



RLG18024 - Retired
1963 Nassau Speedweek
Driven by Roger Penske



RLG19024-FLP - Finish Line Plus - Retired
1963 Nassau Speedweek
Driven by Roger Penske

Also available:
1963 Corvette Grand Sport Coupes
in Standox Special Effect Finishes.
See pages 56-57.

1964



RLG18021
1964 Road America 500
Driven by Penske/Hall/Sharp



RLG19021-FLP - Finish Line Plus - Retired
1964 Road America 500
Driven by Penske/Hall/Sharp



RLG18025
1964 Sebring 12 Hours
Driven by Delmo Johnson/David Morgan



RLG18026
1964 Sebring 12 Hours / Restored
Driven by A.J. Foyt/John Cannon



RLG18027 - Retired
1964 Augusta
Driven by Don Yenke



RLG18028
1964 Nassau Speedweek
Driven by Jack Saunders



RLG18029
Winner, 1964 Nassau "Light-Weight"
Driven by Roger Penske

1965



RLG19020 - Retired
1965 Sebring 12 Hours Prototype



Approximately
9/16" in length

exoto.



Shelby Cobra 289 Roadster

An American Vision, More Cubic Inches!

★ WINNER ★
2002 Model
of the Year

While Shelby American was working overtime to meet demand for the Cobra 260, Ford was busy discovering the true potential of their newest V8 motor. Small changes had been applied over the production of the Roadster, improving the breed with almost every car to roll off the production line. The newly available Ford 289, perhaps the best American V8 of all time, was too tempting to resist and so the 289 Cobra was born.

Just as the Shelby Cobra story unfolds in the history books, Exoto follows the natural evolution of a landmark motor car. This is the definitive replica of the definitive sports car!



1:18 SCALE • NUMBERED EDITIONS
DIE-CAST METAL • 250+ PRECISION PARTS



1963



RLG18127
Cobra 289 Roadster
Authentic Guardsman Blue on Red



RLG18128
Cobra 289 Roadster
Authentic Black on Saddle



RLG18129
Cobra 289 Hard Top
Authentic Red/Black on Black



RLG19120 - Retired
Cobra 289 Hard Top
Authentic Red/Red on Black



Approximately
8 1/2" in length

exoto.



Corvette Grand Sport Roadster

Zora's Beautiful Encore

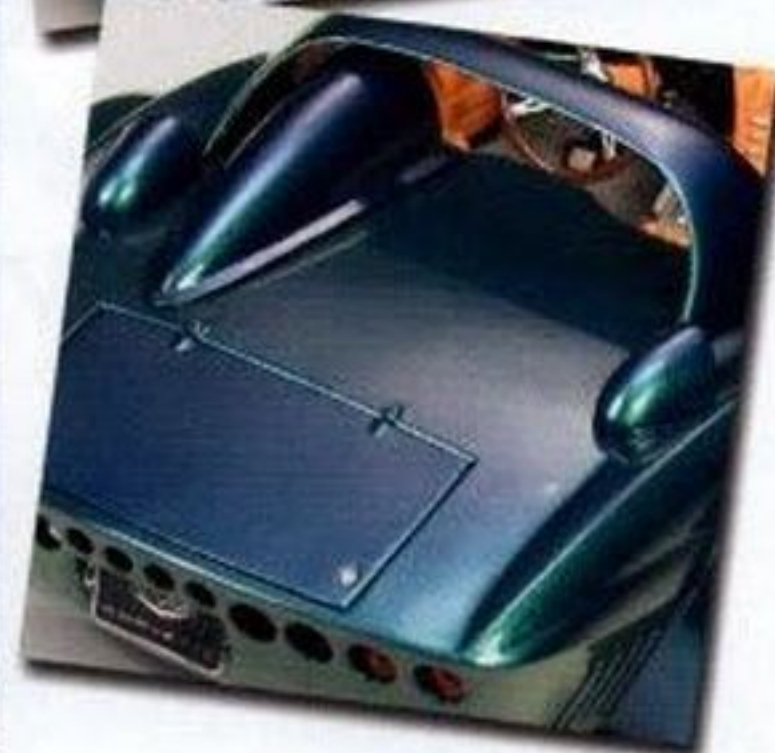
★ WINNER ★
1999 Model
of the Year

Evolved from Chevrolet's factory special racer, the Lightweight Grand Sport Roadster completes the story of the mighty Grand Sport racers. These mythical beasts were nearly killed off by the corporate brass at GM, but five Grand Sports escaped to do battle on some of the world's most famous racing circuits against Ferraris and Carroll Shelby's Cobras.

Powered by a 377 cubic inch aluminum-block, the Grand Sport was designed to blow the hoods off the competition. And it shook the ground on its way to the checkered flag! An awesome display of power and speed that lives forever in the memories of those who were fortunate enough to see them race.



1:18 SCALE • NUMBERED EDITIONS
DIE-CAST METAL • 250+ PRECISION PARTS



1964



RLG18030 - Retired
Factory Roadster Pro totype



RLG18037
Chicago Hobby Show Presentation Model



PRM00085
Standex Daytona Paradise
Special Effect Finish



RLG18034 - Retired
"Wintersteen Roadster" Prototype
Pre-Race Modification



RLG18035 - Retired
"Penske Roadster" Prototype
Pre-Race Modification



PRM00080 - Retired
Standex Laguna Seca Sky
Special Effect Finish

1966



RLG18031 - Retired
1966 Watkins Glen
Driven by George Wintersteen



RLG19031-FLP - Finish Line Plus - Retired
1966 Watkins Glen, Finish Line Plus
Driven by George Wintersteen



RLG18032
1966 Sebring 12 Hours, Race-Day Livery
Driven by Dick Thompson/Dick Guldstrand



RLG18033 - Retired
1966 Sebring 12 Hours, Pre-Race Livery
Driven by Dick Thompson/Dick Guldstrand



Approximately
9 1/2" in length

exoto



Chaparral 2 and 2/2C

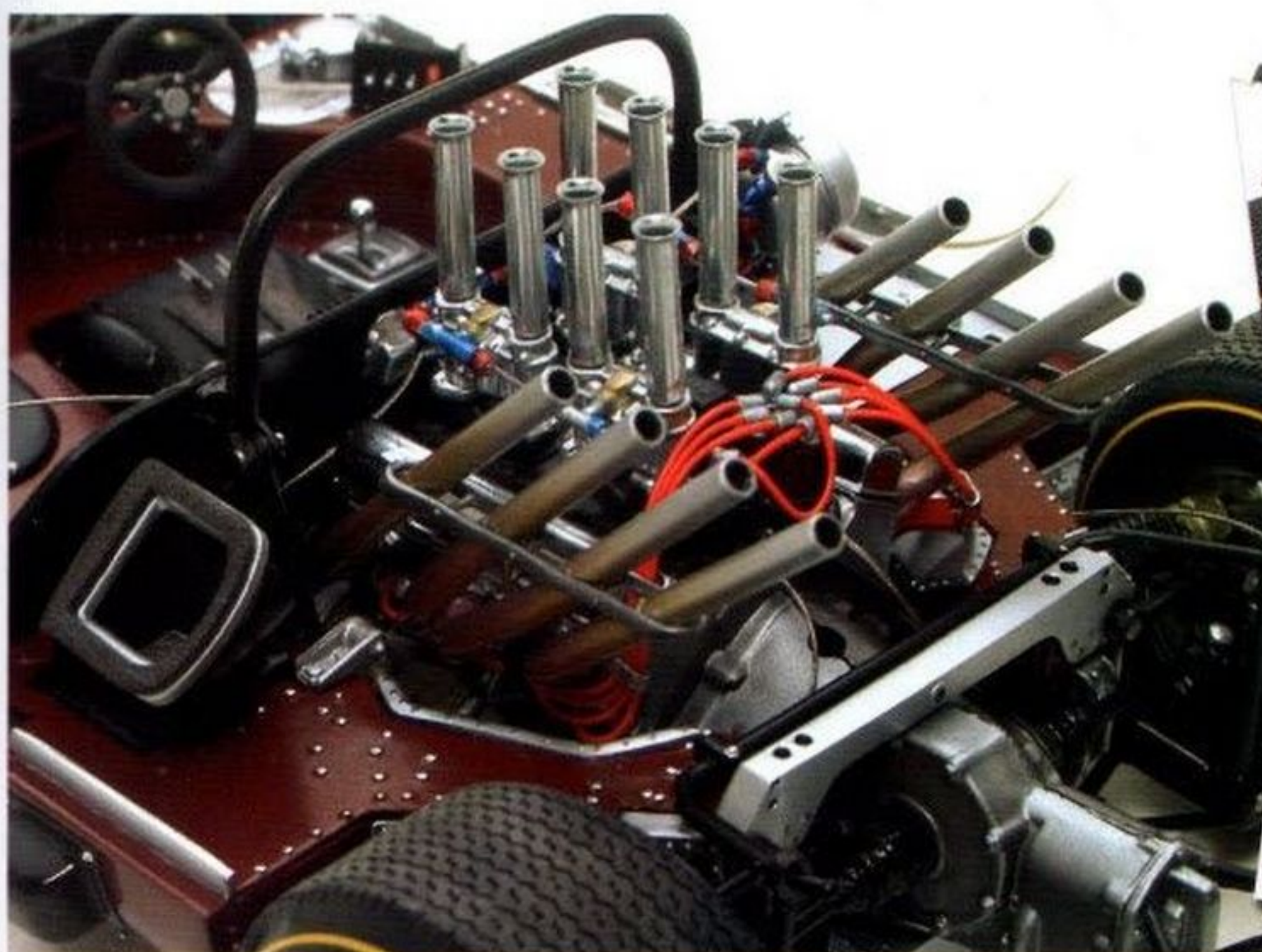
Winning Through Evolution

Jim Hall's Chaparral racers are amongst the most innovative cars in the history of motorsport. The Chaparral 2 was the culmination of extensive research and experimentation. It is impossible to summarize all the technical achievements that the team carried out, but the results of their efforts with the Chaparral 2 speak for themselves: 23 victories, 16 pole positions and 25 fastest laps in only 69 starts.

The Chaparral 2C was the evolution of Hall's fantastic Chaparral 2. One of the 2s was modified to include some of 2Cs technical innovations. In the capable hands of Hap Sharp, this car, the 2/2C, won every single race it challenged. An absolute winner!



1:18 SCALE • NUMBERED EDITIONS
DIE-CAST METAL • 350+ PRECISION PARTS



1965



RLG18140 - Retired
Chaparral 2 Works Prototype I
Original Clean Fenders



RLG18141
Second, 1965 Road America USRRC
Driven by Hall/Sharp/Jennings



RLG18143 - Retired
Chaparral 2 Works Prototype II
"Shark Fin" Front/Clean Rear Fenders



RLG18144
Winner, 1965 Road America USRRC
Driven by Hall/Sharp/Hissom



RLG18145
Winner, 1965 Road America USRRC
Driven by Hall/Sharp/Hissom



RLG18149
Chaparral 2 Works Prototype III
"Shark Fin" Fenders



RLG19141
Fully Restored Car
"Shark Fin" Fenders



PRM11135
Standex Interlagos Fire
Special Effect Finish



RLG18146 - Retired
Chaparral 2/2C Works Prototype
"Flipper Wing"



RLG18147
1965 LA Times Grand Prix at Riverside
Driven by Hap Sharp



Approximately
9½" in length

exoto.



Ford GT40 Mk II

America's Ferrari Challenger

★ WINNER ★
2001 Model
of the Year

★ WINNER ★
2002 Zonee
Grand Champion

The impetus behind the GT40 came from the ambitions of Henry Ford II whom, after getting the cold shoulder from Enzo Ferrari in 1963, gave new marching orders to his troops to design and build a Ferrari challenger.

Using a modified GT40 chassis and a 427 c.i. engine, two Mk II prototypes underwent brief testing at Ford's Dearborn and Romeo Proving Grounds before being sent to Le Mans for the 24 Hour classic.

With a minimum of practice time and some instant modifications, the Mk IIs proved to be the fastest cars ever run at Le Mans up to that time.



1:18 SCALE • NUMBERED EDITIONS
DIE-CAST METAL • 300+ PRECISION PARTS



1966



RLG18040
Works Prototype



RLG19044
"Pure Line"
Satin Aluminum Finish

Also available:
1966 Ford GT40 Mk IIs
in Standox Special Effect Finishes.
See pages 56-57.



RLG18043
1966 Daytona 24 Hours
Driven by Mark Donohue/Walt Hansgen



RLG18049
Winner, 1966 Daytona 24 Hours
Driven by Ken Miles/Lloyd Ruby



RLG18042
1966 Sebring 12 Hours
Driven by Dan Gurney/Jerry Grant



RLG185C2 - Limited Edition of only 1966 Gift Sets
Aficionado Gift Set, The 1966 Le Mans 1-2-3 Winners



Winner, 1966 Le Mans 24 Hours
#2 Driven by Chris Amon/Bruce McLaren

Second, 1966 Le Mans 24 Hours
#1 Driven by Ken Miles/Denis Hulme

Third, Le Mans 24 Hours
#5 Driven by Ronnie Bucknum/Dick Hutcherson



RLG18045 - Retired
1966 Le Mans 24 Hours
Driven by Dan Gurney/Allen Grant



RLG18045B - Retired
1966 Le Mans Prototype



RLG18046
1966 Le Mans 24 Hours
Driven by Mark Donohue/Paul Hawkins



RLG19041
Third, 1966 Le Mans 24 Hours
Driven by Ronnie Bucknum/Dick Hutcherson



RLG19040S - With driver figurine
1966 Le Mans 24 Hours
Driven by Mario Andretti/Lucien Bianchi



RLG18048
1966 Le Mans 24 Hours
Driven by Graham Hill/Brian Muir



RLG18047
1966 Le Mans 24 Hours
Driven by John Whitmore/Frank Gardner



RLG18044 - Retired
1967 Daytona 24 Hours
Driven by A.J. Foyt/Dan Gurney



1967



Approximately
9 1/2" in length

exoto



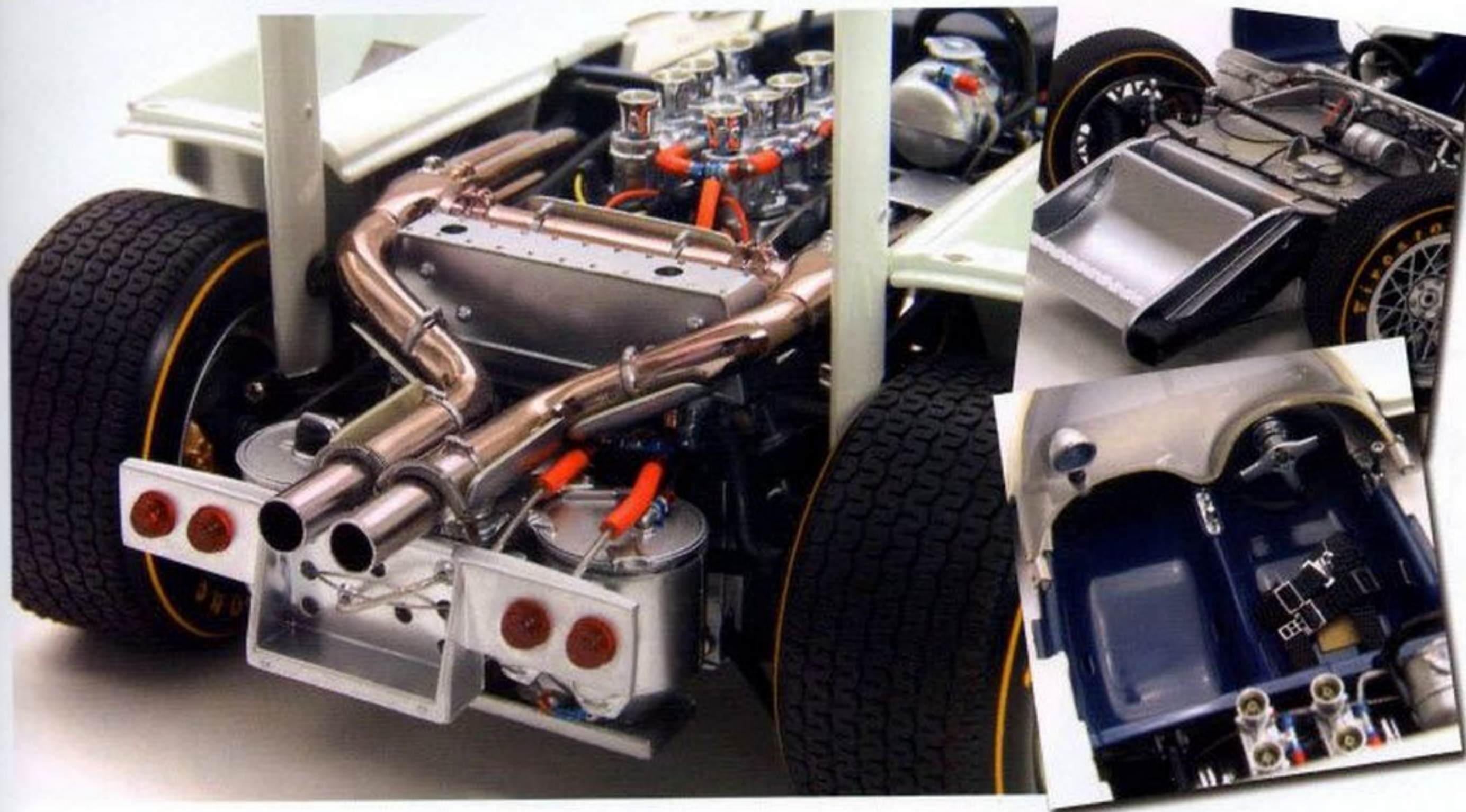
Chaparral 2E

Jim Hall's Favorite

In the spring of 1966, the rumor mill was busy churning out stories of a wild new Can-Am Chaparral. After a no-show at the first race, the rumors were dismissed as a hoax. But the Texas team did arrive at Bridgehampton with the new 2E! At the time, Sam Posey wrote, "...the Chaparrals crouched there smugly as if they knew that their wings had just rendered every other racing car in the world obsolete."

Powered by a small-block Chevy V8 that was good for 450 bhp at 6,800 rpm, the lightweight aluminum and fiberglass machine was a rocket! With its adjustable wing, Jim Hall declared it amongst the easiest cars to setup and drive on any track. The 1966 Can-Am season was that much better for the 2Es presence!





1966



RLG18160
Chaparral 2E Works Prototype



RLG18161
"Pure Line"
Satin Aluminium Finish



RLG18163
Second, 1966 Laguna Seca Can-Am
Driven by Jim Hall



RLG18162 - Limited Edition of only 1974 Gift Sets
First Heat Can-Am Collection - Chaparral 2E





Winner, 1966 Laguna Seca Can-Am
Driven by Phil Hill

Complete Spare Rolling Chassis



RLG18164
1966 Mosport Can-Am
Driven by Jim Hall



RLG18165
1966 Mosport Can-Am
Driven by Phil Hill



Approximately
9 1/2" in length

exoto



Ford GT40 Mk IV

Ford Fantastique!

Having won Le Mans just a year before, in 1966, Henry Ford II wanted to solidify Ford's dominance in endurance racing with an outright all-American win. His resolve produced one of the most sleek and beautiful vehicles in motoring history.

Built using the latest aircraft construction techniques embodying epoxy-bonded aluminum honeycomb sandwich, it was as stiff as the Mk II, but the Mk IV was some 400 lbs lighter.

Ford's dedication to developing the new car would be rewarded with great success in its maiden race, at Sebring, and again at Le Mans, the greatest prize in international racing. Two races, two victories -- a perfect record!



1:18 SCALE • NUMBERED EDITIONS
DIE-CAST METAL • 300+ PRECISION PARTS



1967



RLG18050 - Retired
1967 Sebring 12 Hours
Works Prototype



RLG18051
Winner, 1967 Sebring 12 Hours
Driven by Mario Andretti/Bruce McLaren



RLG19051-FLP - Finish Line Plus - Retired
Winner, 1967 Sebring 12 Hours
Driven by Mario Andretti/Bruce McLaren



RLG18053
1967 Le Mans 24 Hours
Test Day, Holman & Moody



RLG18055
1967 Le Mans 24 Hours
Test Day, Holman & Moody



RLG18054
1967 Le Mans 24 Hours
Test Day, Shelby American



RLG18056
1967 Le Mans 24 Hours
Driven by Denny Hulme/Lloyd Ruby



RLG18052
1967 Le Mans 24 Hours
Driven by Mario Andretti/Lucien Bianchi



RLG18057
Fourth, 1967 Le Mans 24 Hours
Driven by Bruce McLaren/Mark Donohue



RLG18058
Winner, 1967 Le Mans 24 Hours
Driven by Dan Gurney/A.J. Foyt



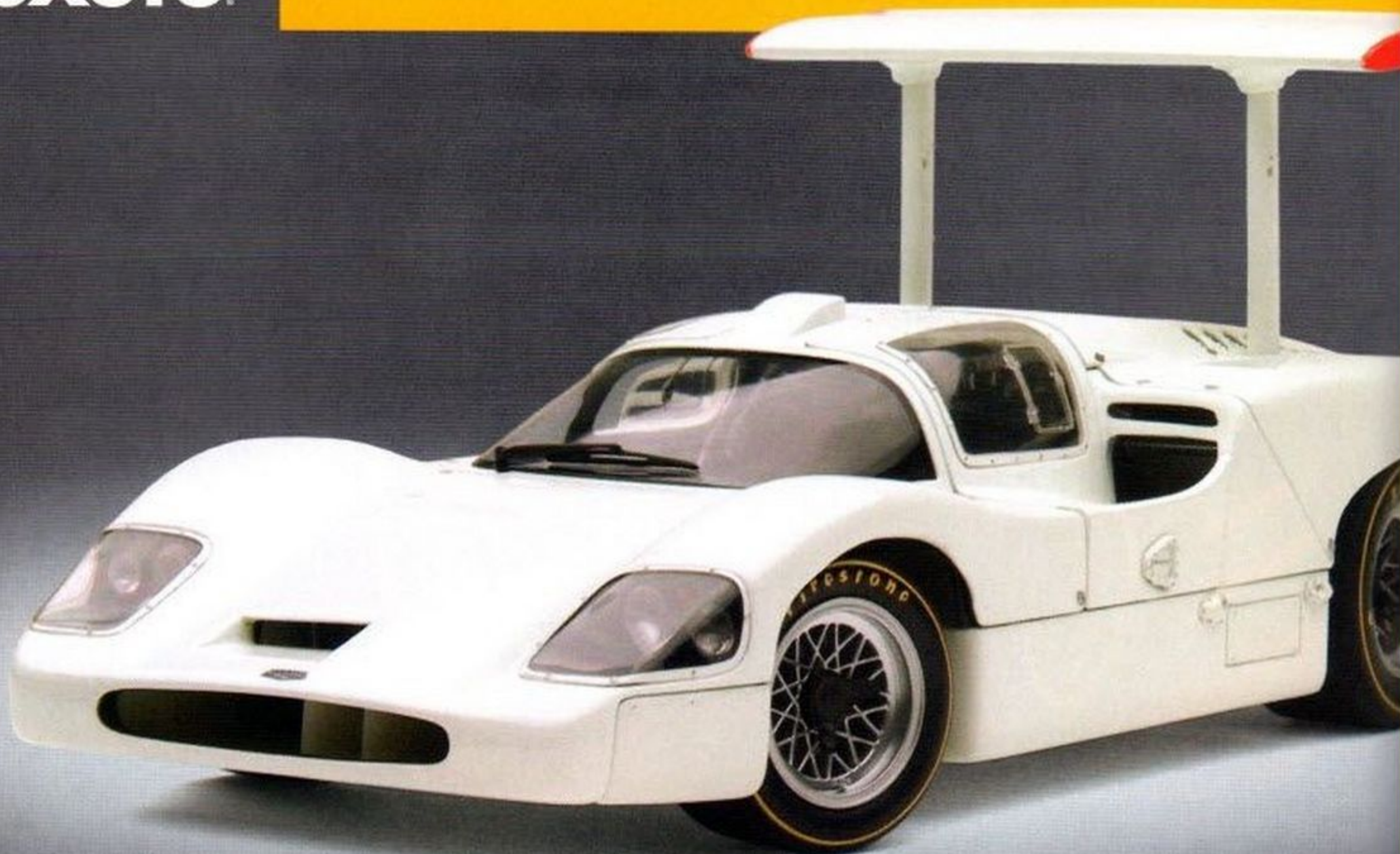
RLG19051
Pure Line
Satin Aluminum Finish



Approximately
9 1/2" in length

Also available:
1967 Ford GT40 Mk IVs
in Standox Special Effect Finishes.
See pages 56-57.

exoto.



Chaparral 2F

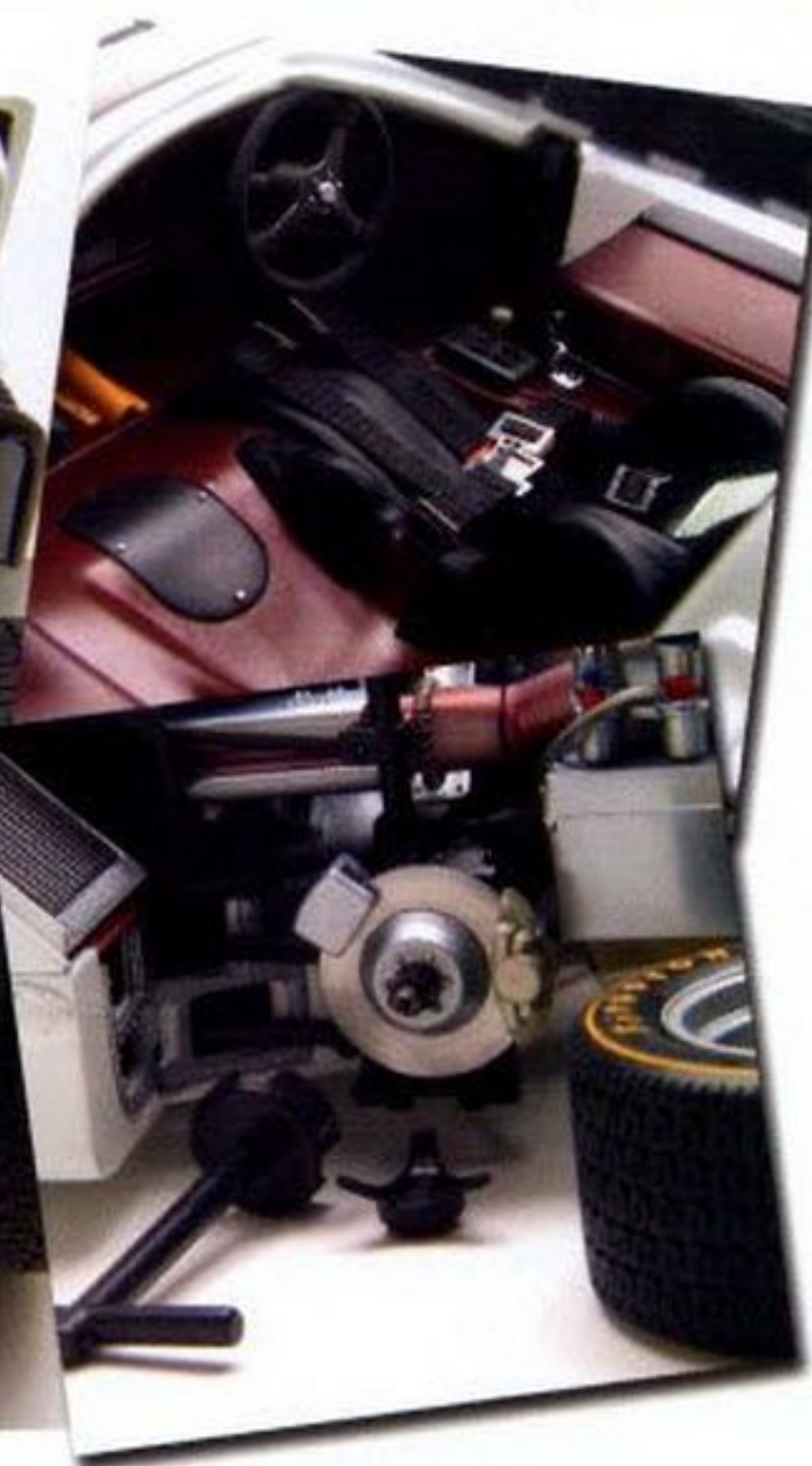
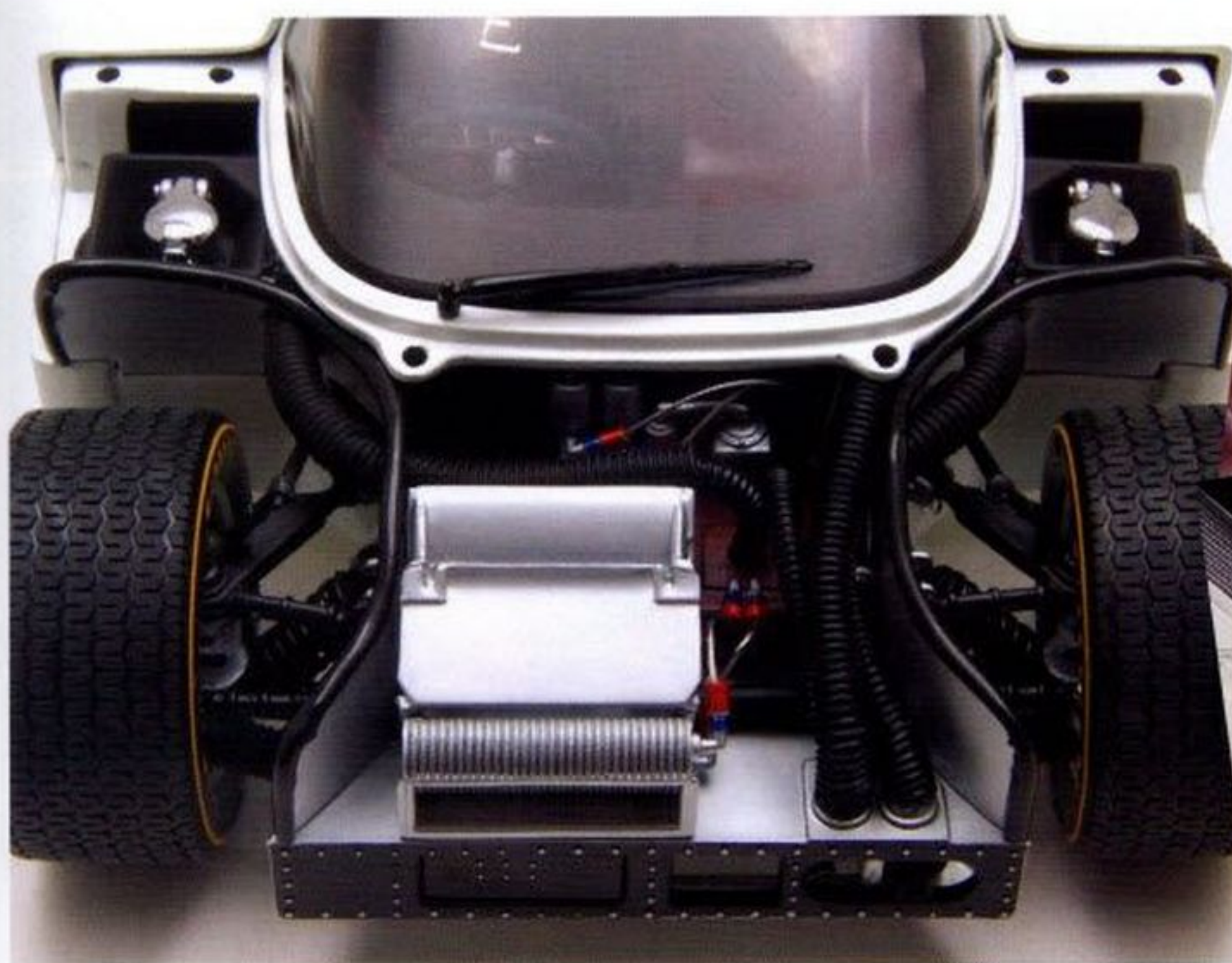
Fastest on The Track

Hap Sharp had infected the Chaparral team with his deep desire to go racing at an international level. With Can-Am success under his belt, Jim Hall took the white cars from Texas another step down their remarkable evolution.

The second coupe in the legendary Chaparral line of racing cars was a deadly weapon in the eyes of the competition. With its 427 all-aluminum big-block Chevy engine and trademark Chaparral wing, the '2F demonstrated race after race that it was the fastest sportscar around! The rule makers ultimately outlawed them, but not before the fantastic white Chaparral could leave its mark on the international stage with victory at Brands Hatch in the BOAC 500!



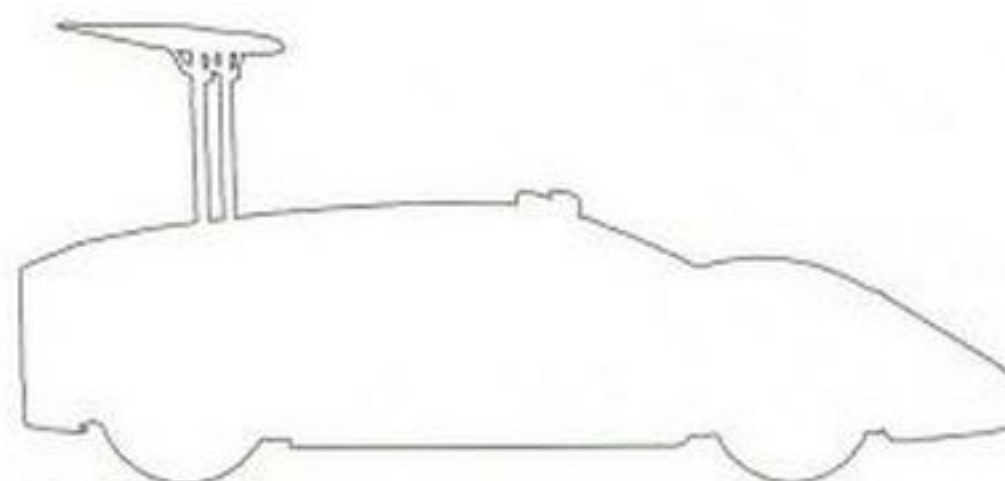
1:18 SCALE • NUMBERED EDITIONS
DIE-CAST METAL • 350+ PRECISION PARTS



1967



RLG18170
Chaparral 2F Works Prototype
Daytona Configuration



RLG18171
1967 Daytona 24 Hours, #15
Driven by Phil Hill/Mike Spence



RLG18172
Chaparral 2F Works Prototype
Le Mans Configuration



Approximately
8 1/2" in length

exoto.



Porsche 917/30

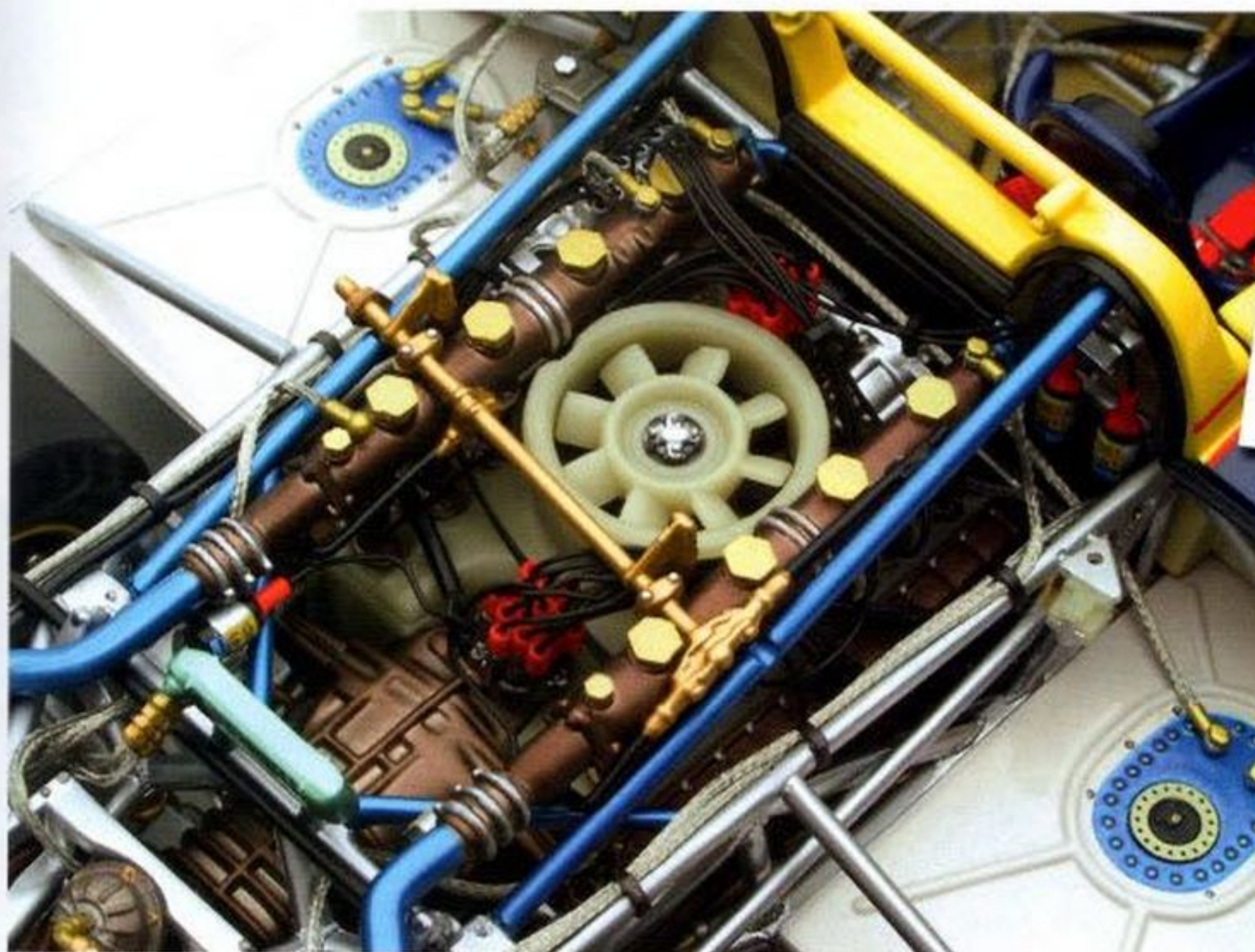
The Can-Am Series Slayer

It is perhaps the most powerful racing car to attack a road course; the most powerful racing car designed to travel more than a 1/4-mile at a time: the Porsche 917/30. Its all-conquering twin-turbo flat-12 engine produced a reliable 1,100 bhp at 7,800 rpm and 19 psi of boost. For short bursts, the pilot could command a staggering 1,500 bhp by turning up the boost to a piston-melting 32 psi with the twist of a knob. And accompanying all this power is the handling of an F1 car!

In the hands of Mark Donohue, the astounding Porsche started all eight events of the 1973 Can-Am season. Once Donohue and Penske had the car fully sorted at the third race, the 917/30 simply destroyed the Can-Am competition with six consecutive, undisputed victories!



1:18 SCALE • NUMBERED EDITIONS
DIE-CAST METAL • 350+ PRECISION PARTS



1973



RLG18180
Works Prototype



RLG18182
Winner, 1973 Road America Can-Am
Driven by Mark Donohue



RLG18185
Chassis 006, Vasek Polak "Bosch"



Winner, 1973 Road America Can-Am
Driven by Mark Donohue

Complete Spare Rolling Chassis



RLG18181 - Limited Edition of only 1974 Gift Sets - Retired
First Heat Can-Am Collection - Porsche 917/30



Approximately
10" in length

exoto.



Porsche 935 Turbo

Domination of the World's Race Tracks

★ WINNER ★
2002 Modell Fahrzeug
Model of the Year

★ WINNER ★
2002 Zonee
Grand Champion
934/935 Jägermeister Gift Set

The 935 Turbo was the ultimate development of the Porsche 911. In 1976 a single turbocharger helped the wildly modified flat-six produce 590 bhp at 7,900 rpm. For short races, a higher turbo boost yielded well over 600 bhp!

But why stop there? After the factory won the 1976 World Championship, private teams found ongoing success with the 935, while the factory developed a new twin-turbo motor that would hit the tracks with water-cooled cylinder heads in 1978!

The end result was one of the most successful sports racers in the history of motorsport: five world championships and 32 major victories between 1976 and 1981, including Daytona, Sebring and Le Mans!

1:18 SCALE • NUMBERED EDITIONS
DIE-CAST METAL • 350+ PRECISION PARTS





1976



RLG18100
Works Prototype
Authentic Porsche White



RLG18101
Client - Private Team
Authentic Porsche Black



RLG18102
Client - Private Team
Authentic Porsche Red



RLG18103 - Retired
1976 World Champion
Driven by Rolf Stommelen/Manfred Schurti



RLG18104 - Retired
1976 World Champion
Driven by Jacky Ickx/Jochen Mass



RLG181055 - Retired
Winner, Gp. 5, 1976 Le Mans 24 Hours
Driven by Stommelen/Schurti



RLG181055-FL - Finish Line
Winner, Gp. 5, 1976 Le Mans 24 Hours
Driven by Stommelen/Schurti



PRM11110
Standex Avus Galaxy
Special Effect Finish



PRM11120
Standex Monte Carlo Magic
Special Effect Finish

1977



RLG18107
1977 Le Mans 24 Hours "X-Ray"
Driven by Ballot-Léna/Gregg

1978



RLG18108
Winner, 1978 Daytona 24 Hours "Brumos"
Driven by Stommelen/Hezemans/Gregg



RLG19105
1978/1979 IMSA Championship "Brumos"
Driven by Peter Gregg

1979



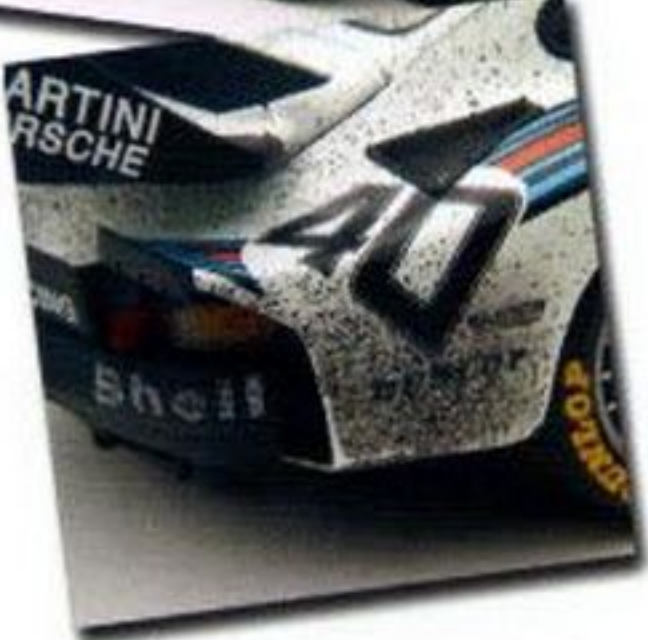
RLG18109
1979 IMSA Championship "Momo"
Driven by Gianpiero Moretti



RLG17100
Third, 1979 Le Mans "Kremer BP"
Driven by Ferrier/Trisconi/Servanin



RLG19100
Second, 1979 Le Mans "Hawaiian Tropic"
Driven by Barbour/Newman/Stommelen



Approximately
10½" in length

exoto.



Porsche 934 RSR Turbo

Excellence Was Delivered

★ WINNER ★
2002 Zane Grand Champion

934/935 Jägermeister Gift Set

"Turbo" is a byword where Porsche cars are concerned, for all of Porsches most successful race cars have used forced induction. The enduring flat-six that Porsche adopted in the mid-1960s became a hallmark of the brand for the ease with which it was repeatedly adapted to changing requirements. And turbo-charging seemed a perfect match for the same basic engine that powers Porsche cars to this day!

Introduced for the 1976 season, the 934 RSR was just what Porsches dedicated customers needed. A production Turbo ready to race, and ready to win. The 934 RSR became Trans-Am and European GT Champion right out of the box, and a Le Mans class winner, beating cars of every description to the checkered flag time after time!



1:18 SCALE • NUMBERED EDITIONS
DIE-CAST METAL • 350+ PRECISION PARTS



1976



RLG18090 - Retired
Works Prototype
Authentic Porsche White



RLG18091
Client - Private Team
Authentic Porsche Black



RLG18092 - Retired
Client - Private Team
Authentic Porsche Red



RLG18094
1976 Trans-Am Champion
Driven by George Follmer



RLG18095 - Retired
1976 Nurburgring 1000km
Driven by Kelleners/Stenzel



RLG18097
1976 Trans-Am Championship
Driven by Al Holbert



RLG19092
1976 European GT Champion, "Gelo"
Driven by Toine Hezemans



RLG19093
1976 Porsche Cup Champion, "Vaillant"
Driven by Bob Wollek



RLG18098
1976 Le Mans 24 Hours, "HCC Skiwear"
Driven by Claude Haldi/Florian Vetsch



RLG18093 - Limited Edition of only 2500 Gift Sets
Jägermeister Gift Set

Porsche 934 RSR Turbo #25
1976 Nurburgring 1000km
Driven by Derek Bell/Gunter Steckkonig

Porsche 935 Turbo #52
1977 Norisring Trophy
Driven by Manfred Schurti



PRM00040 - Retired
Standex Laguna Seca Sky
Special Effect Finish



PRM11115
Standex Interlagos Fire
Special Effect Finish

1977



RLG18099 - Retired
1977 Daytona 24 Hours "Brumos"
Driven by Jim Busby/Peter Gregg



RLG18099-FL - Finish Line
1977 Daytona 24 Hours "Brumos"
Driven by Jim Busby/Peter Gregg



RLG19095
1977 World Championship, Silverstone, "Momo"
Driven by Moretti / Brambilla



RLG18096 - Retired
Group 4 Winner, 1977 Le Mans 24 Hours
Driven by Wollek/Gurdjian/"Steve"



RLG19090
1977 Le Mans 24 Hours
Driven by Bousquet/Grandet/Dagoreau

1979



RLG19091
Group 4 Winner, 1979 Le Mans 24 Hours
Driven by Muller/Pallavicini/Varoli



Approximately
9 1/2" in length

exoto.



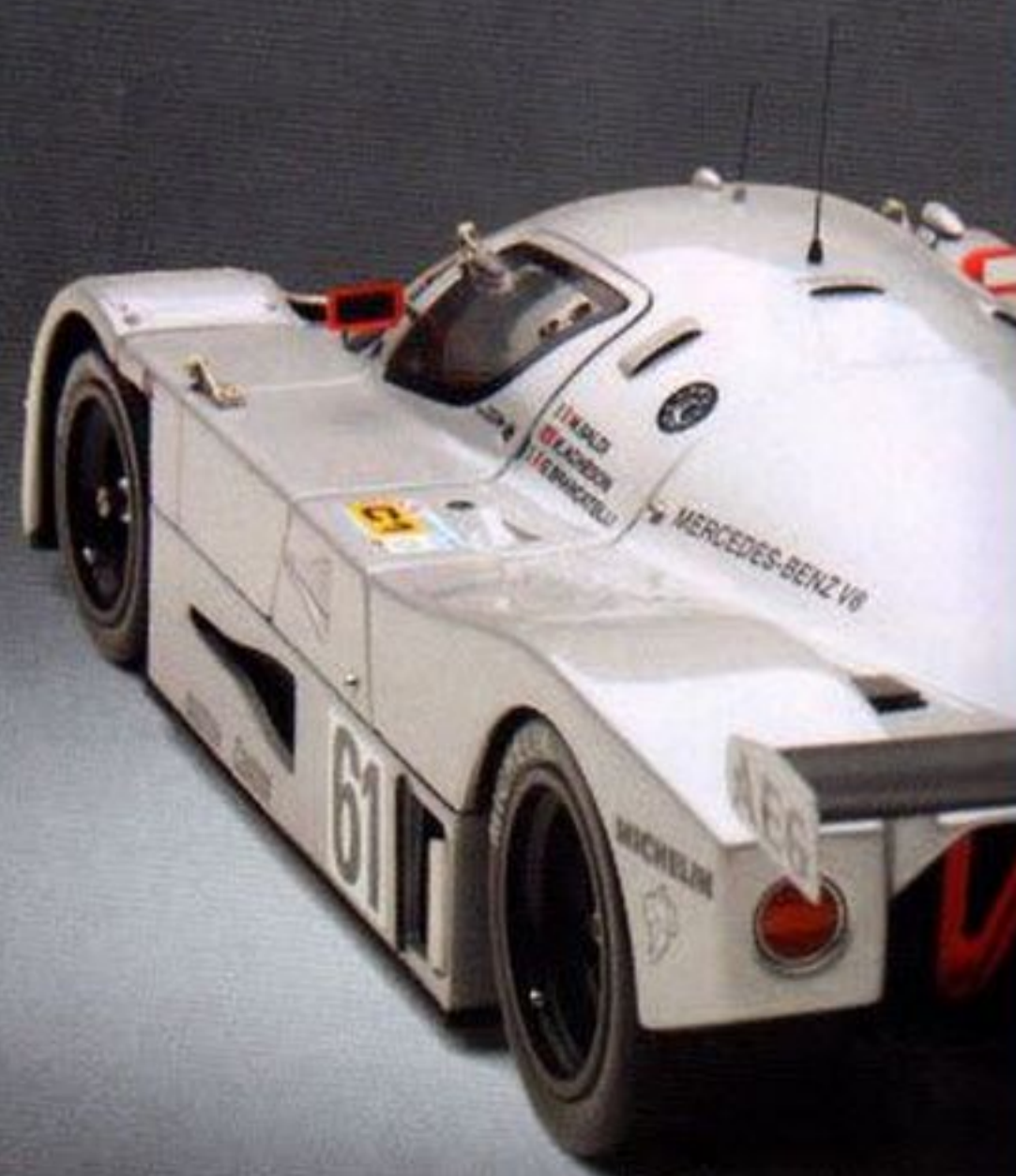
Sauber-Mercedes C9

Technical Superiority

★ WINNER ★
2003 Zonee Grand
Champion

The support and efforts of Peter Sauber were paramount to the return of Mercedes-Benz to international racing. Technical superiority, pure and simple, led the C9 to record the fastest lap time in 12 out of 20 races, fifteen podium finishes, and numerous victories over the mighty Porsche, Jaguar, Toyota and Mazda factory teams!

The C9 scored its most impressive accomplishments in 1989, having changed its colors to become the new Mercedes-Benz Silver Arrow. Overall victories at 5 of 11 major races helped capture the 1989 World Sports Car Championship. And most notably, the Sauber C9 earned the pole and a brilliant 1st, 2nd and 5th place formation finish at the 24 Hours of Le Mans!



1:18 SCALE • NUMBERED EDITIONS
DIE-CAST METAL • 450+ PRECISION PARTS

1-800-872-2088



1987



RLG18191
Michelin, German Supercup
Driven by Mike Thackwell



RLG18192
Kouros, World Sportscar Championship
Driven by Mike Thackwell



RLG19192-FLP - Finish Line Plus - Retired
Kouros, World Sportscar Championship
Driven by Mike Thackwell

1988



RLG19190
1988 Presentation Car



RLG18197
AEG, Winner, 1000km Spa-Francorchamps
Drive by Mauro Baldi/Stefan Johansson

1989



RLG18194
Pole Sitter/Fifth, Le Mans 24 Hours
Driven by Schlessler/Jabouille/Cudini



RLG18195
Second, Le Mans 24 Hours
Driven by Baldi/Acheson/Brancatelli



RLG18190 - Retired
Works Le Mans Prototype



Winner, Le Mans 24 Hours
Driven by Mass/Reuter/Dickens

Complete Spare Rolling Chassis



RLG19194-FLP - Finish Line Plus - Retired
Pole Sitter/Fifth, Le Mans 24 Hours
Driven by Schlessler/Jabouille/Cudini



RLG19195-FLP - Finish Line Plus - Retired
Second, Le Mans 24 Hours,
Driven by Baldi/Acheson/Brancatelli



Approximately
10 1/2" in length

exoto



Finish Line Speed Weathered

A Glorious Moment from History

Exoto's exclusive Finish Line series of speed weathered miniatures take the die-cast replica miles further ahead of the competition to capture the most glorious moments in motorsport. The carefully applied speed weathering echoes the battles that earned each precisely reproduced race car the reputation it so strongly deserves. Each Finish Line item brings a moment from the past into the present!

Finish Line (FL): Weathering applied by hand on the production line based on a master from our weathering and diorama experts.

Finish Line "Plus" (FLP): Each item has been weathered by hand and in very limited numbers by our master modelers using a variety of materials.

Finish Line "Excess" (FLXS): We take Finish Line "Plus" a step further by carefully replicating body damage suffered during the race!





FLXS



RLG19012-FLXS - Retired
Winner, 1965 Coppa di Enna
Driven by Bob Bondurant

FLP



RLG19024-FLP - Retired
1963 Nassau Speedweek
Driven by Roger Penske



RLG19021-FLP - Retired
1964 Road America 500
Driven by Penske/Hall/Sharp



RLG18031-FLP - Retired
1966 Watkins Glen, Finish Line Plus
Driven by George Wintersteen



RLG19012-FLP - Retired
Winner, 1965 Coppa di Enna
Driven by Bob Bondurant



RLG19015-FLP
Winner, 1965 Sebring 12 Hours
Driven by Bob Bondurant/Jo Schlesser



RLG19051-FLP - Retired
Winner, 1967 Sebring 12 Hours
Driven by Andretti/McLaren



RLG19192-FLP - Retired
Kouros, 1987 WSC
Driven by Mike Thackwell



RLG19194-FLP - Retired
Pole Sitter/Fifth, Le Mans 24 Hours
Driven by Schlesser/Jabouille/Cudini



RLG19195-FLP - Retired
Second, 1989 Le Mans 24 Hours
Driven by Baldi/Acheson/Branatelli

FL



RLG18105S-FL
Group 5 Winner, 1976 Le Mans 24 Hours
Driven by Stommelen/Schurti



RLG18099-FL
1977 Daytona 24 Hours "Brumos"
Driven by Jim Busby/Peter Gregg



Grand Prix Classics

Great Cars Deserve Great Models

Formula One has been considered the pinnacle of international motorsports since the World Drivers' Championship was established in 1950, and many truly great cars and drivers have left their impression on the sporting world since. Exoto is pleased to offer our Grand Prix Classics line, featuring some of the greatest Formula One Grand Prix cars and drivers the world has known.

Grand Prix Classics is a full line of collectors quality diecast replicas designed in wonderful 1:18 scale. These incredible miniatures feature hundreds of individual parts with details that include fully functioning steering, working front and rear suspension, highly detailed driver and cockpit, genuine tread pattern on rubber-like tires, accurate wiring and plumbing, actual wire mesh gauze over the velocity stacks, individually cast exhaust headers, a wealth of photo-etched parts and more...

When you hold one of these models in your hands, you'll feel the weight of quality, see the precision in the details and marvel at the hand applied paint and graphics which have been pushed to new industry standards.

Each of these beautiful racers has been specifically designed with you, the enthusiast, in mind. Start your collection today!

exoto.



Lotus-Ford Type 49 and 49B

Rewriting Formula One History

With 79 Grand Prix victories, 7 Constructor's Championships and 6 Drivers championships in F1, Colin Chapman's Lotus cars have become legendary.

The match-up with the Cosworth Ford V-8 power plant in 1967 was the crowning achievement that dominated Formula 1 through 1975. This potent combination of Lotus chassis and superb body aerodynamics along with the narrow and compact size of the Cosworth Ford engine earned many a checkered flag.



1:18 SCALE • NUMBERED EDITIONS
DIE-CAST METAL • 130+ PRECISION PARTS

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1967



GPC97001
Inaugural Winner, 1967 Dutch Grand Prix
Driven by Jim Clark

1968



GPC97002
Winner, 1968 Grand Prix of South Africa
Driven by Jim Clark



GPC97003
Second, 1968 Grand Prix of South Africa
Driven by Graham Hill



GPC97004
1968 Grand Prix of Spain
Driven by Jo Siffert



GPC97005
Winner, 1968 Grand Prix of Monaco
Driven by Graham Hill



GPC97006
Pole, 1968 United States Grand Prix
Driven by Mario Andretti



GPC97007
Second, 1968 United States Grand Prix
Driven by Graham Hill



GPC97009
Winner, 1968 Grand Prix of Britain
Driven by Jo Siffert

1969



GPC97008
Second, 1969 Grand Prix of South Africa
Driven by Graham Hill



Approximately
9 1/2" in length



Ferrari 312B and Tyrrell 003

Ferrari: Magnificent Flat-12

The Ferrari 312B marked the renaissance of the red racers. Chroniclers declared it to be the marque's most beautiful single-seater as well as one of the most successful! The Grands Prix of Austria, Canada, and Mexico ended in one-two Ferrari finishes. Pole positions, lead laps, and fastest laps came with remarkable frequency.

Tyrrell: World Champion

The speed and beauty of Ford power and Ken Tyrrell's genius combined with the driving talent of Jackie Stewart and Francois Cevert proved that the small but resourceful team could beat the big factory-backed teams!



1:18 SCALE • NUMBERED EDITIONS
DIE-CAST METAL • 150+ PRECISION PARTS



1970



GPC97060 - Retired
Winner, 1970 Grand Prix of Mexico
Driven by Jackie Ickx



GPC97063
Winner, 1970 Grand Prix of Mexico
Driven by Jackie Ickx



GPC97062 - Retired
1970 Grand Prix of Britain
Driven by Clay Regazzoni



GPC97064
1970 Grand Prix of Belgium
Driven by Jackie Ickx



GPC97066
1970 Grand Prix of Belgium
Driven by Ignazio Giunti



GPC97068
"Pure Line"
Satin Aluminum Finish

1971



GPC97061
Winner, 1971 Grand Prix of South Africa
Driven by Mario Andretti



GPC97067
1971 Grand Prix of Monaco
Driven by Mario Andretti



GPC97069
Anniversario Mario Andretti: 1st F1 Victory
Standex Monza Red Special Effect Finish



GPC97020
Winner, 1971 Grand Prix of Germany
Driven by Jackie Stewart



GPC97021
Winner, 1971 United States Grand Prix
Driven by Francois Cevert



GPC97023
1971 Grand Prix of Canada
Driven by Francois Cevert



GPC97024
Winner, 1971 Grand Prix of Canada
Driven by Jackie Stewart



GPC97027 - Retired
1971 Grand Prix of Monaco
Driven by Francois Cevert



GPC97029
Winner, 1971 Grand Prix of Monaco
Driven by Jackie Stewart

1973



GPC97022
Grand Prix of South Africa
Driven by Eddie Keizan



Approximately
9" in length

exoto.



Ferrari 312T and Lotus 72D

Ferrari: World Champion

★ WINNER ★
2000 Zonee
Grand Champion
Ferrari 312T

After a disappointing drought period that stretched for almost twelve years, Enzo Ferrari was finally able to content the Formula 1 World Championship with his remarkable flat-12 engine and transversal gearbox design, and put a stop to the successive victories being scored by Ford-Cosworth-powered cars.

Lotus: World Champion

The sleek Lotus Ford Type 72D. A Colin Chapman classic featuring hip radiators, sculptured airbox, and far out-rigged rear wing and oil tank. Though often recalled by their British mechanics as sods to work on, the Ford-powered 72s were incredibly successful!



1:18 SCALE • NUMBERED EDITIONS
DIE-CAST METAL • 250+/200+ PRECISION PARTS

1-800-872-2088



1972



GPC97030 - Retired
Winner, 1972 Grand Prix of Britain
Driven by Emerson Fittipaldi



GPC97032 - Retired
Winner, 1972 Grand Prix of Austria
Driven by Emerson Fittipaldi



GPC97035
1972 Grand Prix of Britain
Driven by Dave Charlton



GPC97038
Winner, 1972 Grand Prix of Italy
Driven by Emerson Fittipaldi

1973



GPC97031
Winner, 1973 Grand Prix of Italy
Driven by Ronnie Peterson



GPC97037
Winner, 1973 Grand Prix of Italy "Victory Salute"
Driven by Ronnie Peterson

1975



GPC97050 - Retired
Winner, 1975 Grand Prix of Monaco
Driven by Niki Lauda



GPC97051
Winner, 1975 Grand Prix of Italy
Driven by Clay Regazzoni



GPC97051B - Retired
Winner, 1975 Grand Prix of Italy
Driven by Clay Regazzoni



GPC97052
Winner, 1975 United States Grand Prix East
Driven by Niki Lauda



GPC97054
Winner, 1975 Grand Prix of Monaco
Driven by Niki Lauda



GPC97059
50th Anniversario
Polished Aluminum Finish

Approximately
10" and 9 1/2"
in length



RLG18SC1 - Limited Edition of only 2500 Gift Sets - Retired
Ferrari Gift Set

1975 Ferrari 312T #12
Winner, 1975 Grand Prix of Monaco
Driven by Niki Lauda

1979 Ferrari 312T4 #12
Winner, 1979 Grand Prix of South Africa
Driven by Gilles Villeneuve



Ferrari 312T2

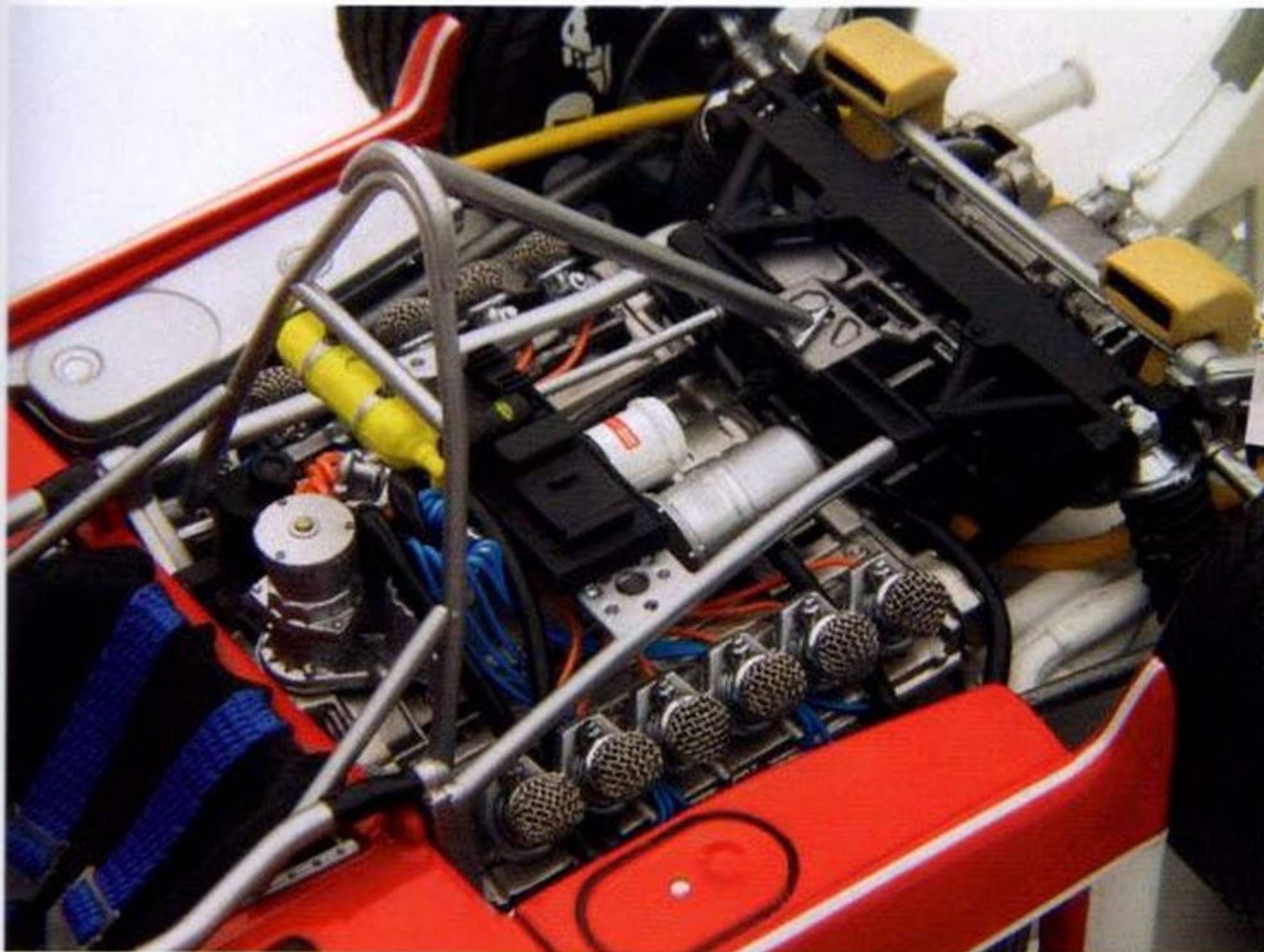
World Champion Again!

The FIA changed the rules for 1976 to disallow the high air scoops that made cars like the Ferrari 312T unforgettable. The result was the new 312T2 Ferrari, arguably the most beautiful Ferrari F1 car of its era! It also propelled the Scuderia to a second straight Constructors Championship.

Had it not been for the near-fatal crash that left Niki Lauda permanently scarred, there is no doubt the 312T2 would have taken the Austrian to a second Drivers Championship. A laurel that Lauda lost by just a single point, despite his absence during the 1976 season.



1:18 SCALE • NUMBERED EDITIONS
DIE-CAST METAL • 250+ PRECISION PARTS



1976



GPC97130 - Retired
1976 Grand Prix of Italy
Driven by Clay Regazzoni



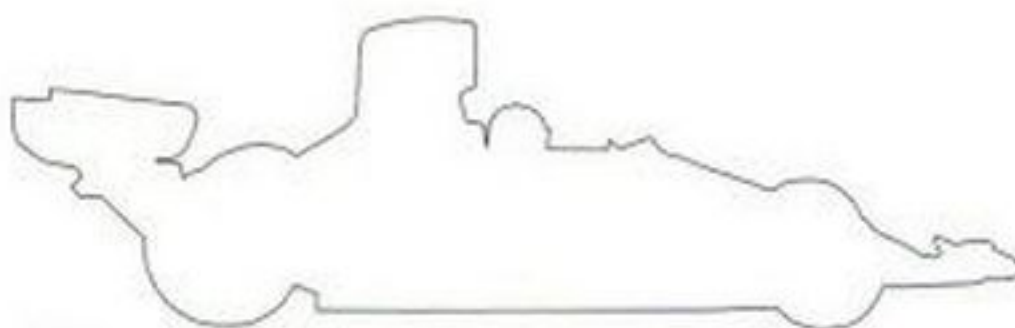
GPC97131 - Retired
1976 Grand Prix of Italy
Driven by Niki Lauda



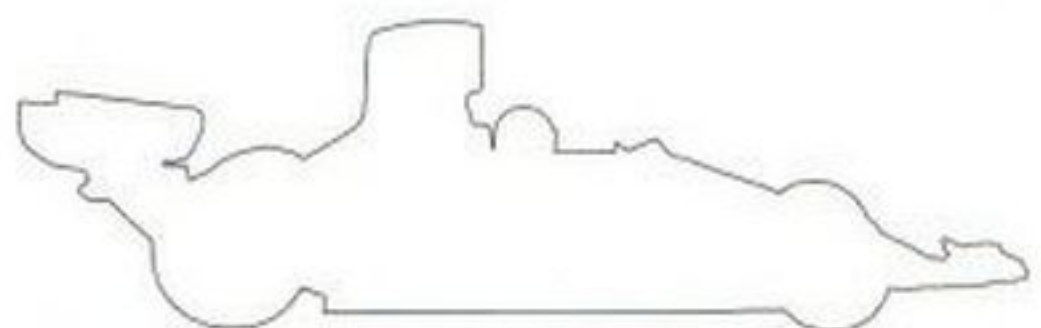
GPC97132 - Retired
1976 Grand Prix of Italy
Driven by Carlos Reutemann



GPC97133
1976 Grand Prix of Italy
Driven by Clay Regazzoni



GPC97056
312T, Winner, 1976 Grand Prix of Brazil
Driven by Niki Lauda



GPC97055
312T, Winner, 1976 U.S. Grand Prix West
Driven by Clay Regazzoni



Approximately
9 1/2" in length



Ferrari 312T4 and Tyrrell P34

Ferrari: World Champion

★ WINNER ★
2000 Modell Fan
Model of the Year

Ferrari 312T4

★ WINNER ★
2001 Zane
Grand Champion

Ferrari 312T4

Ferrari Flat-12 F1 cars had already secured the world title three times; in 1975, 1976 and 1977. The 1979 312T4 was Enzo's difficult answer to the ground effect cars pioneered by Lotus. Even though the Williams gripped the track better, and the Renault Turbos were faster, the evolution of the Ferrari flat-12 had the championship edge.

Tyrrell: Six-wheel Wonder

The idea was revolutionary! And ace driver Jody Scheckter gave the six-wheeler its first victory on its first outing - at the Grand Prix of Sweden! Teammate Patrick Depailler confirmed the superiority of its design by making the event a one-two finish.



1:18 SCALE • NUMBERED EDITIONS
DIE-CAST METAL • 250+/200+ PRECISION PARTS



1976



GPC97040 - Retired
Winner, 1976 Grand Prix of Sweden
Driven by Jody Scheckter



GPC97041 - Retired
Winner, 1976 Grand Prix of Sweden
Driven by Jody Scheckter



GPC97042 - Retired
Second, 1976 Grand Prix of Sweden
Driven by Patrick Depailler



GPC97043 - Retired
Second, 1976 Grand Prix of Japan
Driven by Patrick Depailler



GPC97044 - Retired
1976 Grand Prix of Japan
Driven by Jody Scheckter



GPC97047
Pure Line
Satin Aluminum Finish

1977



GPC97045
1977 Grand Prix of Monaco
Driven by Patrick Depailler



GPC97046
1973 Grand Prix of Monaco
Driven by Ronnie Peterson

1979



GPC97070 - Retired
Champion, 1979 Grand Prix of South Africa
Driven by Jody Scheckter



GPC97071 - Retired
Winner, 1979 Grand Prix of South Africa
Driven by Gilles Villeneuve



GPC97072
Winner, 1979 Grand Prix of Belgium
Driven by Jody Scheckter



GPC97073
Winner, 1979 United States Grand Prix West
Driven by Gilles Villeneuve



GPC97075
Winner, 1979 United States Grand Prix East
Driven by Gilles Villeneuve



GPC97076 - Retired
1979 Grand Prix of Britain
Driven by Jody Scheckter



GPC97077 - Retired
1979 Grand Prix of France
Driven by Gilles Villeneuve



GPC97079
50th Anniversario
Polished Aluminum Finish

Approximately
9" and 9½"
in length

exoto.



Renault RE-20 and Ferrari 641/2

Renault: Technology Champions

Renault returned to Grand Prix racing in 1977, having won the very first Grand Prix ever in 1906! The comeback was built around a superb iron-block, belt driven, four-cam, turbo-charged V6 engine. It won many races and led the way into the turbo era for all others to follow.

Ferrari: Spiritual Champions

The 641/2 made its debut at the 1990 San Marino Grand Prix. Compared to its predecessor, the improvements were subtle but all important. Its type 037 engine was the first unblown engine to exceed 700bhp! The season proved more positive than had been expected with a total of 6 victories.



1:18 SCALE • NUMBERED EDITIONS
DIE-CAST METAL • 250+/200+ PRECISION PARTS



1980



GPC97090
1980 Grand Prix of France
Driven by Jean-Pierre Jabouille



GPC97091
1980 Grand Prix of France
Driven by Rene Arnoux



GPC97092
1980 Grand Prix of Austria
Driven by Jean-Pierre Jabouille



GPC97093
1980 Grand Prix of Brazil
Driven by Rene Arnoux

1990



GPC97100 - Retired
Second, 1990 Grand Prix of Mexico
Driven by Nigel Mansell



GPC97101 - Retired
Winner, 1990 Grand Prix of Mexico
Driven by Alain Prost



GPC97102 - Retired
Winner, 1990 Grand Prix of Portugal
Driven by Nigel Mansell



GPC97103
1990 Grand Prix of Japan
Driven by Alain Prost



GPC97104 - Retired
100th Victory, 1990 Grand Prix of France
Driven by Alain Prost



GPC97105
Anniversario 100th F1 Victory
Standex Monza Red Special Effect Finish



GPC97106 - Retired
50th Anniversario
Polished Aluminum Finish



GPC97107
Carbon-fiber Prototype
Alain Prost Testing

Approximately
10" and 9 1/4"
in length



Diorama Display Bases

Great Racing Memories

Exoto Racing Surface display bases evoke memories of classic racing duels, carefully designed to echo Silverstone, Nurburgring, Kyalami, Mosport, Suzuka, and countless other famous racing circuits. The famous Loews Hairpin at Monaco, mounted on a wooden base, is an unmistakable addition to this collection.

Exoto Pit Lane Surfaces capture the mystique and greatness of such famous circuits as Le Mans and Sebring. Available with or without pit garages, they are sure to impress.

Made of cold-cast porcelain and wood, each one is hand-painted by skilled craftsmen and will add a sense of historical relevance and realism to your diecast collection.





EDB59000
Racing Surface
11½" x 7¼"



EDB59001
Racing Surface with Exoto logo
11½" x 7¼"



EDB59010 - Retired
Loews Hairpin, Monaco
Surface 11½" x 6", Base 13½" x 7½"



EDB59020
Pitlane Surface
9½" x 15"



EDB59021
Pitlane Surface, Three Cars
25½" x 15"



EDB59022
Pitlane Surface with Garage
10½" x 18¼"



EDB59023
Pitlane Surface with Garage, Three Cars
29¼" x 18¼"

exoto



Standox

Special Effect Finishes

More and more collectors are discovering the appeal of truly exclusive automotive color shades which add that certain "something" to their prized possessions.

The new "Exclusive Line" has all it takes to fulfil this desire for a truly unique finish. Standox paints achieve their unique effect through a very specific layering process. Each layer has its own specific properties that are revealed in the reflection and refraction of light. They also can behave differently in low- and high-intensity light, leaving the proud owner of one of these unique collectibles to spend hours exploring the myriad of colors that await them just beneath the surface. Turn the collectible in the light and marvel at the distinct colors that sweep across the highly polished surface!



STANDOX



PRM11130
1962 Shelby AC Cobra 260 Roadster
Standex Daytona Paradise



PRM00010 - Retired
1964 Cobra Daytona Coupe
Standex Daytona Paradise



PRM00015
1964 Cobra Daytona Coupe
Standex Interlagos Fire



PRM00020 - Retired
1963 Corvette Grand Sport Coupe
Standex Imola Ice



PRM00025
1963 Corvette Grand Sport Coupe
Standex Monte Carlo Magic



PRM00030 - Retired
1963 Corvette Grand Sport Coupe
Standex Daytona Paradise



PRM00035
1963 Corvette Grand Sport Coupe
Standex Suzuka Sun



PRM00080 - Retired
1964 Corvette Grand Sport Roadster
Standex Laguna Seca Sky



PRM00085
1964 Corvette Grand Sport Roadster
Standex Daytona Paradise



PRM11125
1966 Ford GT40 Mk II
Standex Suzuka Sun



PRM11160
1966 Ford GT40 Mk II
Standex Catalunya Splash



PRM11165
1966 Ford GT40 Mk II
Standex Indianapolis Green



PRM00070
1967 Ford GT40 Mk IV
Standex Kyalami Flash



PRM00075
1967 Ford GT40 Mk IV
Standex Silverstone Blue



PRM11135
1965 Chaparral 2
Standex Interlagos Fire



PRM00040 - Retired
1976 Porsche 934 RSR
Standex Laguna Seca Sky



PRM11115
1976 Porsche 934 RSR
Standex Interlagos Fire



PRM11110
1976 Porsche 935 Turbo
Standex Avus Galaxy



PRM11120
1976 Porsche 935 Turbo
Standex Monte Carlo Magic



MTB00008 - Retired
1985 Porsche 959
Standex Catalunya Splash



GPC97069
1970 Ferrari 312B
Anniversario Mario Andretti: 1st F1 Victory
Standex Monza Red



GPC97105
1990 Ferrari 641/2
Anniversario 100th F1 Victory
Standex Monza Red



PRM00050 - Retired
1995 AM General Humvee
Standex Catalunya Splash



Porsche 910

Racing Up the Slopes of Success

Developed directly from the "Carrera 6", the 910 was fitted with Porsche's well-proven Type 901 six-cylinder engine for long distance racing. Porsche produced only 28 examples of the 910 so it could not be homologated as a 'Sports Car' in 1967. As a result, "Carrera 6" customers were not threatened by the factory-entered 910. But the competition had plenty to be worried about!

Class victories seemed to come with ease, but Porsche was hunting for overall victory. The 910 won its class at Daytona, Sebring. Porsche continued to follow their philosophy of building small displacement, lightweight racers. The 2-litre Porsche chased 4-litre Ferraris and 7-litre Fords to the finish line, and in the process brought Porsche as close to outright victory as they had ever come.

Gold Label





1967



MTB00060
Werks - Stuttgart Zuffenhausen
Authentic Porsche White



MTB00063
Client - Private Team
Authentic Porsche Yellow



MTB00064
Client - Private Team
Authentic Porsche Black



MTB00061
Daytona 24 Hours, 1st in class/4th overall
Driven by Jo Siffert/Hans Hermann



MTB00062
Sebring 12 Hours, 2nd in class/4th overall
Driven by Jo Siffert/Hans Hermann



MTB00066B
Sebring 12 Hours, 1st in class/3rd overall
Driven by Scooter Patrick/Gerhard Mitter

1970



MTB00065B
Le Mans 24 Hours and Mugello
Driven by Willy Meier/Daniel Rouveyran



Approximately
9" in length

exoto.



Corvette Sting Ray

America's Sports Car

★ WINNER ★
2002 Model
of the Year

The next generation "Stingray" was intended to replace the 1966 model Sting Ray, but as 1967 drew near the new car was not ready for production.

Chevrolet made numerous updates that combined to make the 1967 Sting Ray the best Corvette to its time. Owners and enthusiasts still rank it amongst the very best... ever!

Of course, America's only true sportscar benefited from new engine options that included the L71 427 with triple Holley carburetors. Whether equipped with the standard 300bhp 327 or the high end L71 427 producing 435bhp, the 1967 Sting Ray owned the streets!



1:18 SCALE • DIE-CAST METAL

1-800-872-2088



1967



MTB00011 - Retired
427 Big Block L71 Coupe
Authentic Goodwood Green Metallic



MTB00012
329 Small Block L79 Coupe
Authentic Marlboro Red



MTB00014
329 Small Block L79 Coupe
Authentic Sunfire Yellow



MTB00015 - Retired
329 Small Block L79 Roadster
Authentic Marina Blue Metallic



MTB00017
Moroso Drag Racer Coupe
Authentic Monaco Orange



MTB00018 - Retired
Street Machine
Authentic Elkhart Green Metallic



Approximately
9½" in length

exoto



Porsche 959

Twin Turbo Tour de Force

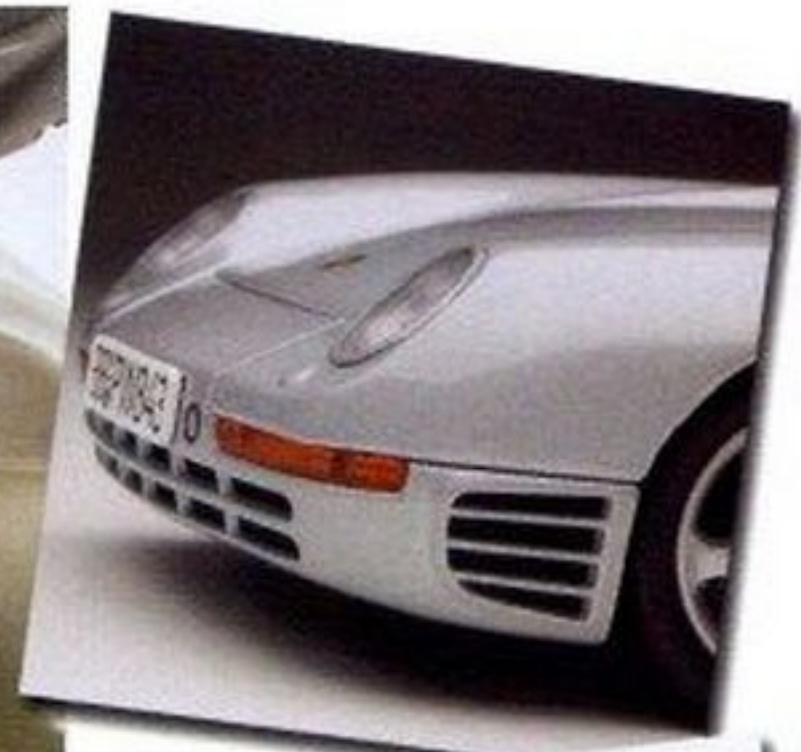
Porsche had always taken pride in how capable a race car the 911 could be turned into. In 1983, the factory showed the world what could be done by taking a race car and turning it into a street machine. The car, called 959, set a totally new standard for the rarified supercar market.

The legendary 959 showcased such high tech innovations as a 6-speed gearbox, electronically ride-height adjustable suspension, four wheel drive with variable power distribution, tire pressure sensors, and more. The highlight of the package is surely its 450 bhp motor with sequential turbo-chargers, capable of pushing the 959 from 0-to-60 in a scant 3.6 seconds! Twenty years later, it remains amongst the fastest production cars ever!



1:18 SCALE • DIE-CAST METAL

1-800-872-2088



1985



MTB00001
Authentic Ruby Pearl Metallic



MTB00002 - Retired
Authentic Black



MTB00003 - Retired
Authentic Silver Metallic



MTB00004 - Retired
Authentic Red



MTB00005 - Retired
Authentic White



MTB00006
Authentic Palisander Metallic



MTB00007
Authentic Mineral Blue Metallic



MTB00008 - Retired
Standex Catalunya Splash
Special Effect Finish



Approximately
9 1/2" in length

exoto.



AM General Humvee

Big, Bold, Brutish

Since its introduction as a military vehicle in the Gulf War, the AM General Humvee has won not only wars but the hearts of off-roaders everywhere. The Humvee started life as the military's High Mobility Multipurpose Wheeled Vehicle (HMMWV) and has become the ultimate sport utility vehicle.

Just like the real thing, Exoto's 1:18 scale version of the Humvee could easily pass a military checklist. All of the details are there: operable steering, real working suspension both front and rear, opening hoods, liftgates and doors, fully detailed engine and interior compartments. Each precision version is created with the same attention to detail that Exoto is known for.



1:18 SCALE • DIE-CAST METAL

1-800-872-2088



1995



TDT01801
Military Command Car
Battle Camouflage



TDT01802
Military Desert Storm
Battle Sand



TDT01803 - Retired
Civilian Wagon
Authentic Black



TDT01805
Civilian Soft Top
Authentic Red



PRM00050 - Retired
Standex Catalunya Splash
Special Effect Finish



TDT01806
Humvee America
Bush-Cheney 2000



TDT01807
Humvee America
Gore-Lieberman 2000



Approximately
10" in length



The Mission Continues

Exoto Future Releases

Exoto makes flawless replicas of historical race cars. But, as obsessed as we are about the past, we are always focused on the future. On new ways to capture even more detail. On new technologies and materials to raise the bar even higher. And, of course, we always strive to bring you the rarest and most desirable cars.

Scheduled for future release are a variety of cars ranging from such icons of motorsport as the legendary C- and D-Type Jaguars to the more modern Porsche 956/962 Group C and IMSA prototypes.

The 1967 Champion Lola T70 is on its way, as is the ground-breaking Chaparral 2J "Sucker Car", not to mention the glorious Ferrari 250 GTO, Aston Martin Vanquish supercar, and more...

Our First Heat Can-Am Collection hit the ground running starting with the Porsche 917/30. And more thrilling Can-Am racers are just around the corner!

Grand Prix fans will be thrilled with upcoming Formula One racers such as the Mercedes W196 and Ferrari 126C2!

The history of the automobile is long and glorious. Thank you for helping us bring it to life.

