

Profil 24

Our last few interviews have been with UK based manufacturers but now we spread our net a little wider to France. Le Mans is not only home to the great endurance race but also **Jean-Philippe Boyer**, his wife Alice and their company, **Profil 24**.

FSW - When and how did you get into modelling in the first place?

J-P - It all started when I was 8 yrs old with a 1/72 scale kit of a Curtiss P6E Hawk. Since then I have been unable to stop. I built many aircraft, then I moved on to other military vehicles and then eventually cars. This passion was taking more and more space and eventually one day it was necessary to make a choice: so I created Profil 24 with my wife Alice.

FSW - What inspired you to take the direction that you have with your modelling?

J-P - Basically, I am a collector. So I try to create models that I would like to find on the market. In addition, as a qualified graphic designer, I am very sensitive to the shapes, to the proportions and the visual balance of the models. I will redo a part of the bodywork as many times as necessary if I don't achieve what I want.

FSW - Do you have a favourite subject and if so why?

J-P - In truth, not really. Because there are only 24 hours in the day, I have to make a decision. It is for this reason that the Le Mans 24 Hours make up such a large part of our range (we are in the right place of course!), but I like rally, F1 (just the 1980's), landspeed record, concept cars just as much.....

FSW - Do you collect yourself and if so, what?

J-P - Yes, in addition to cars, I collect 1:48th scale aircraft, though like many collectors, I have very little time for building them so most remain as unbuilt kits at the moment.

FSW - Which is the model that you have produced that you were most pleased with/proud of and why?

J-P - Certain of our models are ones which remind me of my toy cars from when I was little, or of an era or a memory of a particular Le Mans 24 Hours. The list is long. But if I must choose, I would say the first (the Porsche 356 - PFL2401) because it was the beginning of our story, or perhaps the next one we produced because it means that the story is going to continue.....

FSW - Do you have any preferred starting points when creating a new model?



Jean-Philippe at work in the prototype workshop

J-P - Plenty of documentation, research and photographs from every angle of course! The modelling is done usually in filler and resin, much like most creators.

FSW - How much of the time to create a new model is spent researching it in relation to the actual modelling time?

J-P - You need about 3 months from the beginning to the release of a new model. But for practical reasons, I work on at least 2 projects at the same time. It often helps to put something down and do something different if it isn't working exactly right at the time.

FSW - What would be a typical working day for you?

J-P - Having taken the children to school I start work. The morning is reserved for the design work and preparing documentation for sub-contractors. The afternoon is set aside for preparation of the pieces for moulding and the evenings for casting the silicone. During this time, Alice keeps busy with the resin production, preparation and packing of the kits and finally administrative tasks such as accounting, emails and the web site.

FSW - What's next?

J-P - I have more than 250 subjects in mind, of which 70 are more or less started. It's always difficult to choose just one so I start reference on many and then make the decisions depending on how much research material appears as the project progresses and how my enthusiasm for the subject lasts!

FEEDBACK

Lancia D20

Dear FSW,

Having just read your review of the Gamma Lancia D20 ([GMS043](#)), I thought that you might like to see the attached colour image of the car at Monza taken from the 1954 edition of Automobile Year.

As you will see the coupe has a white top and red/blue grille and it appears as though all the cars' headlight rims were painted. Why the whole team should be painted French blue is beyond me I'm afraid. I could have understood that Manzoni's car might be in his national colours but were all the team drivers French at Monza? The coupe also seems to have

a split windscreen but I think this is just the inside rod for the mirror being highlighted. It doesn't show on other photos of the car at Le Mans and the Mille Miglia, although it does have the white coupe top at both these events.

I would be interested to hear your thoughts on the blue colour for all the cars. I don't think it's a reproduction issue.

Best wishes

Keith Woodcock, North Lincs

All previous colour photos that we have seen (Mille Miglia, Le Mans etc) show the cars to be a dark blue with white roofs, so it does raise a very interesting question. Anyone?

Graham Paige

Hi gentlemen,

I just got FSW 08-2008 (nice layout on the Penske story!) and noticed one thing that needs correcting. The review of the Ixo "Sharknose" Graham Convertible (page 17) says that it was sold as the Graham Custom; not so. Graham never made a "Sharknose" convertible although their literature shows a convertible that would have been built from the slant-back Sedan body.

Ixo's much better looking convertible was actually a one-off built for the 1938 Brussels Show by Belgian coachbuilders Vesters & Neirnick. The car today is painted white, but a contemporary painting shows it red as Ixo has the model but also shows external running boards. The car currently doesn't have them so that may be "artistic license". Graham SHOULD have built this good looking convertible, but didn't.

Gotta keep you guys on your toes!!

Best regards,

Wayne Moyer, Dayton, OH, USA.

M1s

Dear Mark,

The arrival of FSW at my home in upcountry Thailand every five weeks or so brightens up my life enormously. It really is the journal of record for collectors of specialist model cars. But FSW 06-08 was a bit confused about M1s:

- The first win for the Mirage M1 did indeed come in a championship race, the Spa 1,000km was the fourth round of the 1967 International Championship of Makes.

- The McLaren M1 "of 1967" – Bruce was winning races in this car in 1965. Less pedantically, a question:

The MEA Lotus 18 kit has a full space-frame chassis made from photo-etch. I am intrigued – how is the flat photo-etch processed to represent round tubing?

As a reader of FSW since the 1970s, many thanks,
Ian Barwell, Thailand

The etch in the Lotus is basically flat with a slight radiusing to the edges from the etching process. A slight compromise, but it still looks good!

