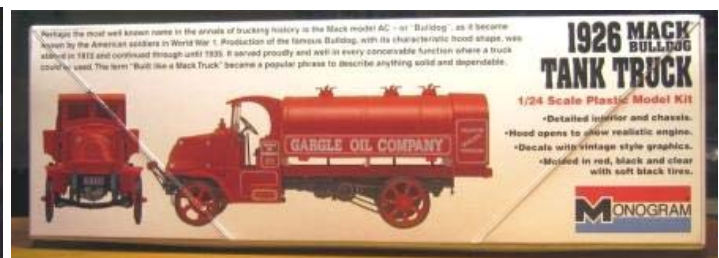




As part of Revell's Selected Subjects Program, they've re-released their popular 1926 Mack® model AC "Bulldog" under the Monogram label.



The kit's box, shown in Figure 1 & 1a, is clearly a takeoff on the original. Like the earlier release, this one features a bright red "Bulldog" set on an all-white box. Even the font and Monogram® logo are similar – however, there is an "SSP" logo on the new release to avoid mistaking this 2010 version for the original. Figure 1) One key difference in the kits, visible on the box itself, is in the provided markings. The original release came with Texaco Petroleum Products decals, including familiar Texaco Star logos. For whatever reason, this packaging includes two freelance decal options – Gargle Oil Company and G&L Express – but does not include Texaco markings.

Figure 2 Like the original, the body of this kit is molded in bright red plastic. This plastic is not only bright red; it is also translucent and somewhat brittle. Although true to the original kit and perfectly acceptable for those wishing to paint their truck red, I would have rather had Revell cast this kit in the familiar soft white plastic common on current kits.



While the four sprues with body pieces are molded in red, the other two (containing mostly the suspension and engine components) are molded in black. Six soft vinyl tires and a clear sprue with windows and lenses are also included. The molding appears to have held up well, considering its 1974 copyright date. Details are well produced and elements such as Mack® emblems are numerous and crisp. There was minor flash on a few parts, and a couple of "short shots" such as on the front axle (part #93) where a small portion of the piece was incompletely molded. None of the short shots on my kit caused any structural problems, so I proceeded through construction without repairing them or requesting replacements.



Figure 3 I began construction with the chassis. To improve the quality of the glue joints, I assembled the entire chassis through the second part of Step 2 before painting anything. With everything assembled using plastic solvent, I was able to spray paint the entire chassis with store-brand flat black enamel, as shown in.



Figure 4 To bring out the molded-in detail on the chassis, I first painted the areas labeled on the plans as “steel” with Tamiya XF-56 Metallic Gray. Additional details were highlighted with a colored pencil. As shown in Figure 4, I used a Prismacolor® French Gray 70% pencil to detail the leaf springs. Several bolt heads were also detailed with a silver Sharpie® marker.





Figure 5 I didn't add a lot of extra detail to this kit, but adding plug wires to the monstrous inline four engine seemed like a requirement. Spark plug detail is already provided. As shown in Figure 5, I first assembled and painted the engine. My first step in wiring the engines was to poke a starter location in the top of each spark plug using a pin. Next, using a #80 drill bit, I drilled out each of the four plugs, as well as four locations on the distributor. My references showed that the distributor is located on part #149 toward the front of the engine. For plug wires, I used 32 gauge wires from the bead aisle of the local hobby store. I glued each end with CA superglue. With the wires in place, I painted them a tan color, simulating fiber insulation.



Figure 6 The detail in the moldings on this kit is excellent and includes several areas of wood grain. Rather than simply simulate painted wood, I wanted to highlight these areas by painting them as weathered wood. I use a four-step project as shown in Figure 6. The first step is to paint the wood areas with a grayish wood shade – I used Folk Art “Mushroom”. Don’t worry about complete coverage, just work with the grain and get some variety. The next step in the process is to introduce a second color to the wood. In this case, I used a lighter wood shade, “Country Twill”, again working with the grain and building some variety. The third step introduced a reddish brown color to the wood with the application of a thin wash of Burnt Umber paint, dish soap, and water. Finally, a thin wash of black paint, dish soap, and water was applied to deepen the shadows and enhance the weathered look.

The cab interior on this model, as with the prototype, is rather spartan. Detail consists of a bench seat, steering wheel, pedals, levers, and two gauges. Aside from painting the seat Krylon® “Khaki” versus the black called out in the directions and painting the wood grain, I did not modify the interior.



Figure 7 Although the instructions don’t show them, this kit includes several options for head- and taillights. In Figure 7, “modern” options are shown on the left hand side. I chose to use these on my model. Earlier lantern-style lights are also provided. The mounting holes for all but the taillights are hidden on the inside of the moldings and need to be opened. For the modern option, the mounting holes are on the frame (parts #134 and #135), while the lantern-style lights are mounted on the cab sides (parts #4 and #5).



Figure 8 Assembly went fairly well, especially given the tooling's age. Unlike more recent kits, the positive locator pins tended to be somewhat sloppy. Steps such as the first one, where the frame is assembled, took extra attention to detail to ensure that the model came out square. Also, the tooling is noticeably sloped, presumably to assist in removing the sprues from the molds. On current tooling, corners are very close to 90°, while on this kit, the corners are typically a couple of degrees off.



Figure 9 I chose to paint my kit in a more drab color scheme than the bright red shown on the box. For the body, I used Polly Scale® Pullman Green. The wheels were painted oxide red, while the tank received a coat of Polly Scale Brunswick Green. Body pieces received a coat of Future® (floor polish) in preparation for applying decals. The kit decals are all white on a clear background, allowing them to be used no matter what dark color the body is painted. They laid down well and responded to Solvaset® setting agent. A final coat of clear flat finish sealed the model.

Figure 10 The model captures the prototype's appearance well. In researching this truck, I found that the fit of the hood on the prototype varied from flush with the frame to having several inches of clearance between the hood and frame, as modeled by Revell. The hood and radiator would require modifications to model a truck where the hood sits flush on the frame.

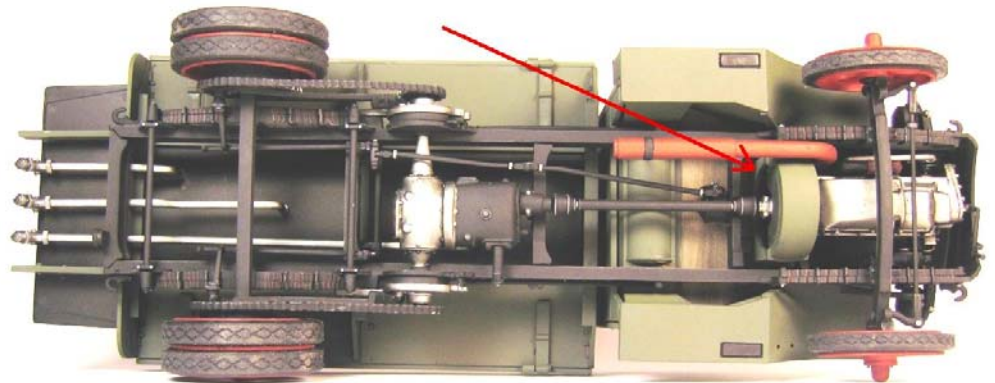
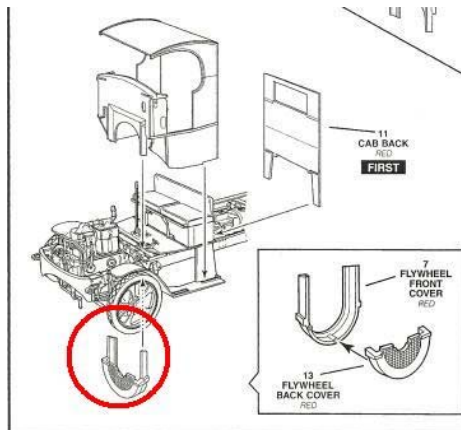


Figure 11 An error in the plans indicates that the flywheel cover (parts #7 and #13) in Step 7 should be installed backwards. As visible in Figure 11, it should fit snug to the flywheel housing.





Figure 12 Under the hood is a very detailed engine bay.

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Figure 13 Also, contest entrants should note the quantities of recessed ejector pin marks present on the inside of the tank body sides, evident in Figure 13. The vast majority of the ejector pin marks are on inner surfaces, but contest judges will likely stumble upon them.

Overall, this is a nice kit of a very interesting subject. I would have preferred Revell molding it in white plastic, but given the tooling's age, the moldings themselves are in good shape, fit well, and are nicely detailed regardless of the color of plastic. I like the fact that the decals allow the modeler to choose the truck's color and also that Monogram included optional parts on the original tooling.

Perhaps Revell can release this kit again, maybe with a different body, pneumatic tires and molded in white plastic...

Assembly time: Approximately 23 hours for this kit. Finished Dimensions: Length: 10 1/2" Height: 4" Width: 3 1/2" Pros: Well-proportioned kit of an interesting subject; good detail on moldings; decals and optional parts allow for build variations. Cons: Kit molded in brittle, translucent bright red plastic; some short shots in minor locations; numerous ejector pin marks