



When GM® issued orders against involvement in auto racing, they sharply undercut their Pontiac line's market. Fortunately for the muscle car world, Pontiac worked around these restrictions and developed the GTO. Royal Pontiac in Michigan sold hop-up packages that turned GTOs into speed demons capable of going zero to 60 in 4.6 seconds. The Royals were icons of the drag strip, and the mysterious tiger-suited driver of the GeeTO was the most famous of all.

For the Modeler: This is a reissue of the Revell Royal '66 Pontiac GTO kit. It is a 1:25 scale, skill level 2 kit for ages 10 and up. It has 114 parts and is molded in white, transparent red and clear. This kit features a pre-painted Gee-T-O Tiger figure, detailed engine and racing decals. Finished dimensions are Length: 8-1/4", Width: 3", Height: 2-1/4."



000a Here is the layout of the kits contents and box art. First all parts must be washed to remove all chemicals from molding process such as mold release agents. To achieve this you can simply wash all parts with a warm water and soapy solution. I myself soaked all parts over night in a container of warm water and soapy solution. I believe this is the best way to ensure all chemicals are completely removed from parts.



002 Step two: Since this kit requires large decals and extensive BMF (Bare Metal Foil) work, I started this build with the body first. Although the instructions (like most kits) start with the engine, I first removed all flash and mold lines. I achieved this by simply using an emery board file (fingernail file) and some fine grit wet & dry automotive sand paper (800, 1500 and 2000 grit). Then washed all sanded parts to remove any dust or left over residue.



1600 Small pin marks on front inner fenders will need some filling.



003 Step three: After body and parts preparation I then primed body and hood with grey primer. Primer I used was interior/ exterior fast dry spray paint from Wal-Mart but this primer can be purchased at many locations. It is a cheap primer but it lies down very well. I sprayed one light coat then a medium to heavy coat of primer to body and hood. I did not do any sanding as the primer had laid down smooth and it did not need it.



004 Step four: After allowing primer to set overnight and cure (dry) I started the body color. For my main coat I used Tamiya Gold (TS-21) spray for plastics. I simply sprayed one coat medium then wet sanded with 1500 and 2000 grit sand paper. Allowed to dry over night to ensure no moisture was left over from wet sanding. I then sprayed a second and third coat medium to heavy repeating sanding steps. Allowed to cure or dry over night under a lamp with a 60 watt bulb. Making sure lamp was 10-12 inches from parts, to ensure it wouldn't cause the paint to warp.



005 Step five: Decal placement. First before placing decals I sprayed a light to medium coat of Rust-Oleum American Accents Ultra Cover Gloss clear to reduce the chance of decal silvering.



005a They are allowed, once again, to dry over night. Then step by step I applied decals as instructed by the instructions included in kit. After I had the decals placed correctly I allowed them to dry overnight.

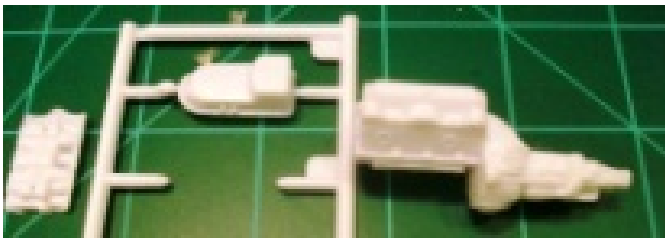


006 Step six: Bare Metal Foil (BMF) After the decals had set overnight I then started the BMF work. Of course before starting placement of BMF I studied an actual vehicle to make sure BMF was in proper placement, I also used photos of built model from box art.



006a There was a little flash in tail light area which was difficult to remove but it has to come out or you won't be able to fit the taillights and bezels into place properly.

Step seven: After the decals and BMF were satisfactorily placed and set well, I sealed them with a clear coat (same as I used before). Two coats of clear were used to do this, one medium and one medium to heavy.



008 Step eight: Sub-assemblies, First I gathered all engine parts to be painted engine color. Then removed all flashing and leftover sprue marks. Then I assembled and allowed proper dry time for glue. Once glue was dry I filled or removed any seem lines, I used Micro Scale's Micro Weld for plastics to do this.



008a During this time I also gathered all other sub-assemblies to be painted the same color and did the same steps. Sub-assemblies included rear end parts, front suspension, and chassis frame work.



1560 Assemble the tire and wheel parts along with the Hurst racing logo on the wheel hub and let them dry. The red line decals would not dry or set properly. I tried using setting solution on the tires but never could get the decals to set correctly. I chose to not use decals due to 1:1 scale I found didn't have red line tires.

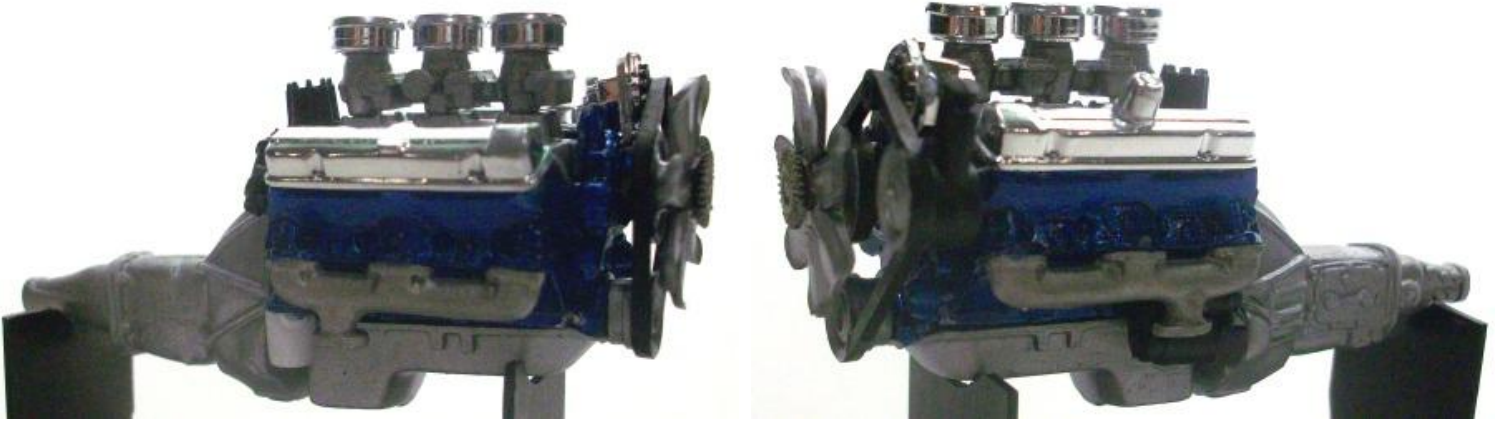
Step nine: During sub-assembly drying period I gathered and removed parts from the sprues that I planned to spray or airbrush paint. First, I removed any sprue marks or flash from parts preparing for paint. At this point I also separate all parts into separate bags or container marked with color choice for said parts. Parts can be sprayed while still attached to sprues but I chose to remove them to keep from having any touch up work later in assembly. I also do a lot of brush detail work so during this period I separate those parts as well. This is mostly small parts, such as engine parts, suspension, interior (dashboard), etc.



1583 I brush painted the instrument cluster on the dashboard and then used a walnut wood tone to finish it off like the real car. The other details are picked out with some Testors silver paint and a fine brush.



1747 Assemble the interior bucket with the two side panels, front seats, dashboard and finally the steering wheel. The steering wheel rim is painted a wood tone to match the dashboards accents; the rest of the interior is a semi gloss black except for the flat black panel on the center console. The door panels did not fit correctly due to some slight warpage, needed a little work to make them fit.



1655 & 1669 Step ten: Painting sub-assemblies, all parts to be sprayed or airbrushed, depending on color choice I don't always prime these parts. If needed, I prime parts allow to dry over night and them mask or straight paint to color. Sub-assemblies that are molded or joined together, such as engine and transmission are masked and painted different colors.

1611 Step eleven: Fine detail painting and other detailing parts such as : dash board, suspension parts (chassis, bolts etc.), front grill, interior door panels and sets, body emblems, and some other areas. To achieve fine detail paint work I use small fine tipped brushes and tooth picks lightly dipped in paint of choice or a mild dry brush technique. These techniques are used on dashboard, suspension, interior, and body emblems. I also used BMF on interior areas to further the detailing. Here the interior side panels are painted a semi gloss black and the handles are detailed with foil. Add the GTO door emblem and let it dry out.



1698 Step twelve: Final assemblies: After allowing all paints to dry overnight or longer. I then start assembly as directed on instruction sheet. Starting with engine and working my way through. At this time I make sure to test fit parts before applying any glue, sometimes I do fitting before paint to ensure correct fit this mostly depends on parts or kit I am working on. I follow through each step until I reach final assembly. Here is the roiling chassis which consists of the engine, exhausts, and interior bucket added to the frame/chassis. The interior tub did not fit well to the firewall but that issue is easily fixed by trimming the tub area where it comes in contact with the firewall.



1905 To get a more realistic look to grills I use a black wash technique painting the inset with blackwashes and then wiping the excess off the chrome edges and logos when it has dried.



2040 The painted tiger figure doesn't fit correctly with pedal assembly in place. This can be fixed by either not using pedal assembly or maybe removing part of figure legs. I had already placed pedal assemblies and did not want to cut figure so i was unable to place figure in car. Revell can fix this issue by revising instructions.



999 All-in-all the Royal '66 Pontiac GTO by Revell is a nicely molded and detailed kit. The flash and mold lines were minimal but still there as on all kits there will need removing. I would recommend this kit to the modeler any day. I personally enjoyed this build and the experience it gave to me. There is nothing like building an iconic car from the past. Most issues in this kit are small ones and are easily fixed including fit issues. The kit comes together nicely. At first glance the kit seems to be well molded. Very little flashing and pin marks seem to be on the lower or bottom of parts in well hidden areas. Detail to most parts seems to be very well done. Decal sheet is large and nicely done also. The instruction sheet includes paint suggestions and a parts list. Kit is nicely packaged in bags. Although there are noticeable differences from 1:1 scale version, such as: there are no slicks (cheater or super stock slicks) and the wheel rims are slightly off, no hood scoop option or roll cage.

PREMIUM MODEL REVIEWS

