

Kit Review

by Chazz Klanian

Model Subject: Dan Gurney's

1967 Eagle-Ford

Manufacturer: SMTS

Scale: 1/43

Model Type: White Metal

Recommended? Only with reservations

Hmm, well! Let's see, where does one begin?

Let's try the beginning?

The name of the company that manufactures this kit is SMTS, which stands for Scale Model Technical Services. The easiest part of this review is the "Subject Matter" and to that I give a "hip hip hooray" to this company

for they have a wonderful collection of the 1950-1970 scale

model kits of the Indianapolis 500. It is quite impressive to look at the subject matter they have and NO OTHER company can even come close, period, regardless the scale. They are the only show in town for INDY in any scale based on variety.

However, their kits are intended for folks who have A LOT of modeling experience. Do not look at their kits as if it is something that you can "shake and bake" and there it is all done. Also do not let your first 1/43 scale model that you build, nor your second in this particular case, be that with such a delicate suspension. Though I believe I have adequately captured the appearance of the suspension in this model it is a very, very difficult suspension to align and with that I have not even come close to mastering.

Detail parts are okay for everything is pretty much white metal spun cast. But there is a problem with this and that is that the suspension arms, steering rod, sway bars are all white metal and have lost their appearance of being tempered ram rod straight. (This is corrected on my next subject in review for another time).

Value is not there, for they are not for the faint of heart. They run about 75-85 U.S. dollars. And that does not count the most recent exchange rates of \$1.60 to the British pound.

So what is wrong with this kit, one might ask? I honestly do not believe that there is anything really wrong with this kit. The company is quietly assuming that you know how to build models and have many years of experience under your belt in doing so to interpret their instructions as well as freelance on those areas that need to be freelanced.

Low=1 High=5

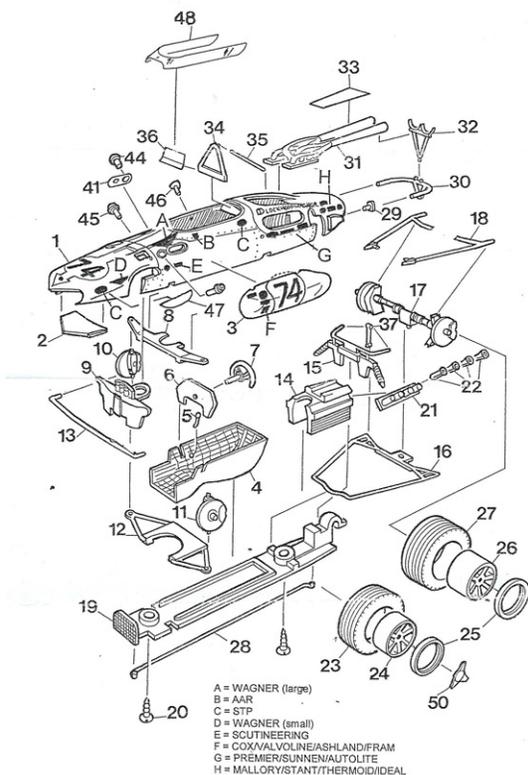
Molding	n/a
Detail	3
Fit	1
Accuracy	n/a
Ease of Assembly	2
Instructions	1
Decals	2
Clear Parts	3
Multi-media Parts	n/a
Value	1



What I mean by “freelance” you better know how to interpret and create your own construction sequence if it does not go together correctly. And in reality for those of us who have build “stick balsa wood airplanes of the ‘50’s and ‘60’s that was the norm and not the exception.” You better be ready to be creative. This was most evident in the front and rear suspensions and having everything first cut, angled and aligned properly with numerous dry fits. Then tear down, then paint and the reassemble and glue using 5 minute epoxy glues in very small quantities without any of the resin glue getting on the already finished parts of the model.

I guess in summation everything is built around one’s

expectations and all I am saying is that this kit will never go together as a weekend build, period! It will finally go together after MANY, MANY weekends of contemplation, patience and creativity but eventually it will go together and you will have a BEAUTIFUL replica of the models that waged the epic battle of the mid 1960s at the Brickyard and with that it does become an exhausting (no pun intended) success. Would I build one again? Absolutely and Jimmy Clarks 1965 Lotus 38 is almost done a few more parts and it is finished. If you are a Indy fan of the ‘60s’ as I am with many fond memories it is truly worth the effort but just be patient.



RL100 1967 EAGLE-FORD

All American Racers was born out of a taxi-cab conversation between Carroll Shelby and Dan Gurney. Shelby persuaded Goodyear tyres to back Gurney in an effort to beat Firestone in the Indianapolis 500. The resultant Eagle, designed by Len Terry, was essentially a copy of the Lotus 38 and was powered by the same 4.2 litre quad-cam Ford V8. Five cars were entered in the 1966 500 for Dan Gurney, Lloyd Ruby, Jerry Grant, Joe Leonard and Roger McClusky. Gurney was eliminated in that years infamous startline shunt. Ruby led for 200 miles finishing 11th. the other cars were classified 9th, 10th and 13th.

The 1967 Eagle was described by Dan Gurney as “the best and most beautiful car that I drove at Indianapolis” however the three AAR cars driven by Dan, Jerry Grant and Jochen Rindt all retired with engine failure.

no.42 Jerry Grant no.74 Dan Gurney

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|--|---|
| 1) BODY Honda Windsor Blue Metallic | 22) INTAKE TRUMPETS x 8 silver |
| 2) NOSE UNDERSIDE body colour | 23) FRONT TYRES x 2 |
| 3) SIDE TANK body colour | 24) FRONT WHEELS x 2 dark metallic grey |
| 4) SEAT matt black | 25) WHEEL RIMS x 4 silver |
| 5) GEAR LEVER silver | 26) REAR WHEELS x 2 dark metallic grey |
| 6) DASHBOARD matt black | 27) REAR TYRES x 2 |
| 7) STEERING WHEEL matt black | 28) WATERPIPE silver |
| 8) FRONT ROCKER ARMS silver | 29) GEARBOX REAR COVER gunmetal |
| 9) FRONT BULKHEAD silver | 30) NERF BAR silver |
| 10) FRONT HUB RIGHT black/silver disc | 31) EXHAUST gunmetal |
| 11) FRONT HUB LEFT black/silver disc | 32) EXHAUST SUPPORT silver |
| 12) FRONT WISHBONES silver | 33) EAGLE “TAIL FEATHERS” etch |
| 13) STEERING ARMS silver | 34) ROLL-HOOP silver |
| 14) ENGINE BLOCK silver grey/black rocker covers | 35) ROLL-HOOP SUPPORT silver |
| 15) REAR CROSSMEMBER black/silver anti-roll bar | 36) FIREWALL etch |
| 16) REAR LOWER RADIUS ARMS silver | 37) ANTI-ROLL BAR LINKS x 2 silver |
| 17) REAR HUBS/DRIVESHAFT matt black/silver discs | 41) FUEL TANK ACCESS PANELS x 2 etch |
| 18) REAR UPPER RADIUS ARMS silver | 44) FUEL FILLERS x 2 silver |
| 19) UNDERPAN silver | 45) DRY-BREAK FUEL FILLERS x 2 silver |
| 20) SCREWS x 2 | 46) MIRROR x 2 silver |
| 21) THROTTLE SLIDES x 2 silver grey | 47) FRONT SPOILER body colour etch |
| | 48) OUTER SCREEN |
| | 50) KNOCK-OFF CAPS x 4 etch |

Check all parts against the exploded drawings, clean off any casting flash with a modelling knife and needle files, and drill out all location holes. Paint parts prior to assembly using automotive paints in aerosol form, commencing with primer followed by 3 or 4 light coats of colour. Assembly should follow the numerical sequence of the parts list, we suggest the use of 2 part epoxy or contact adhesive. Decals should be soaked in warm water, slid into place and pressed down firmly with a soft absorbent cloth.