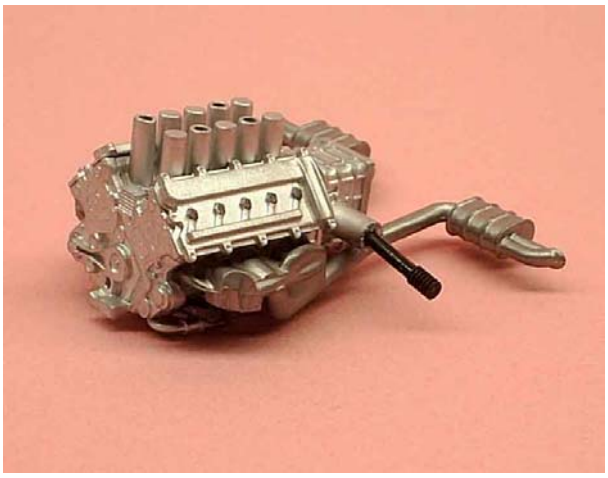
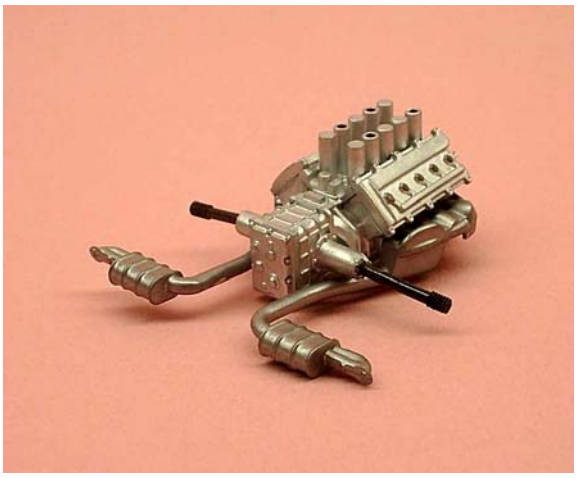
The Audi R8 Spyder is the ragtop version of its hard-topped sister. With a 5.2L V-10 engine mid-mounted, the balanced weight ratio makes it a formidable contender among the elite European supercars available in the US. At a whopping $170,000 price tag, this beast is definitely not for the faint of heart! But it will surely make your heart rate increase!

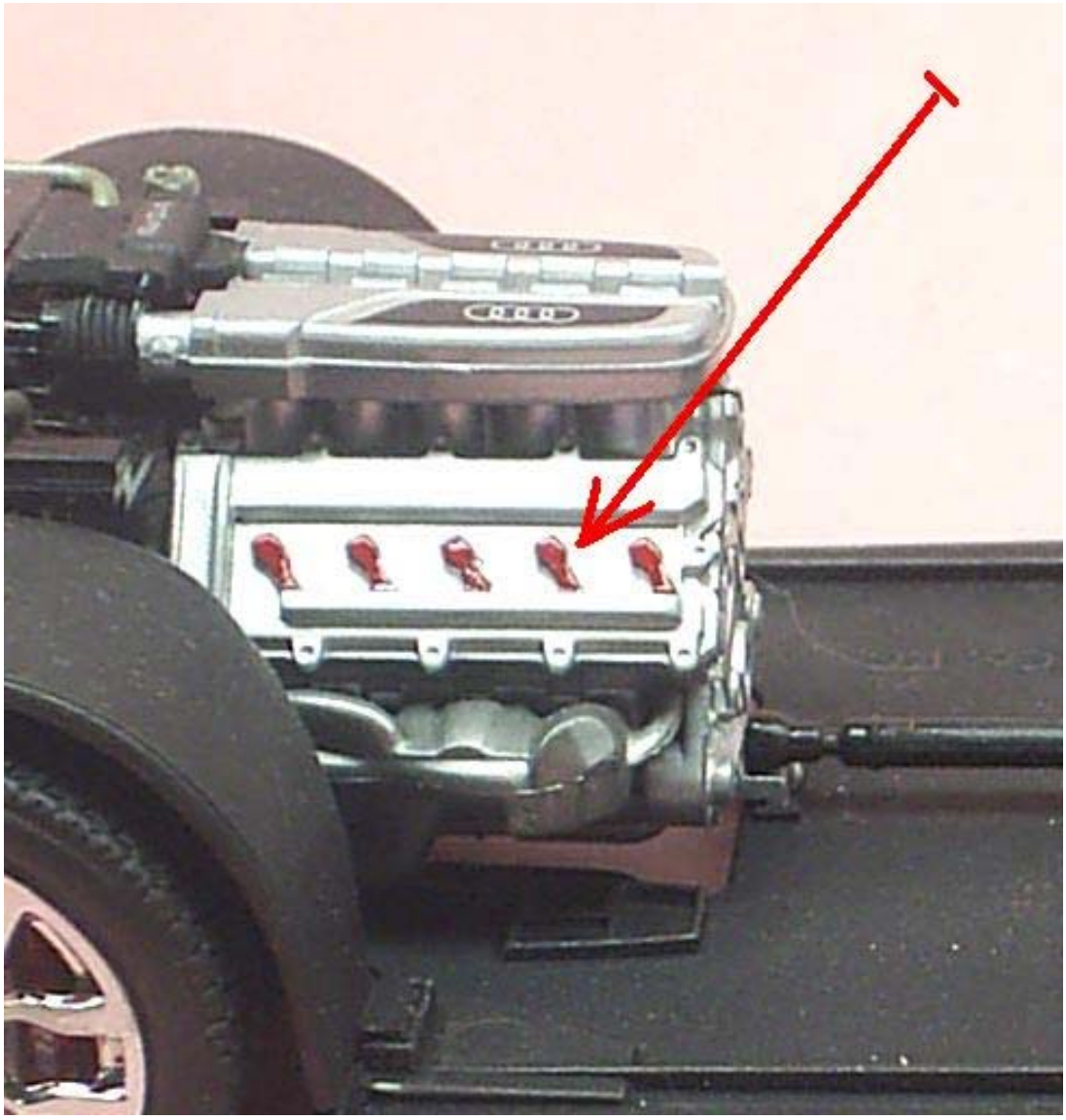
**For the modeler:** This is a skill level two kit with 125 pieces. Kit features a lift-up rear deck with a fully detailed V-10 engine, a highly detailed suspension, realistic transaxle detail, the option of having the top "up" or "down," movable front wheels, soft black tires, chrome-plated parts and decals with graphics and vent screens. Corrected part assembly sequences in the engine and chassis areas, proper wire cap coloration, French instructional language notation, brake decal selection, Using heat to make a suspension flange, and badge handling cautionary notes are fully examined in the Step-by-Step Review.

(Fig. 00a) The kits box art for Revell #85-4940.





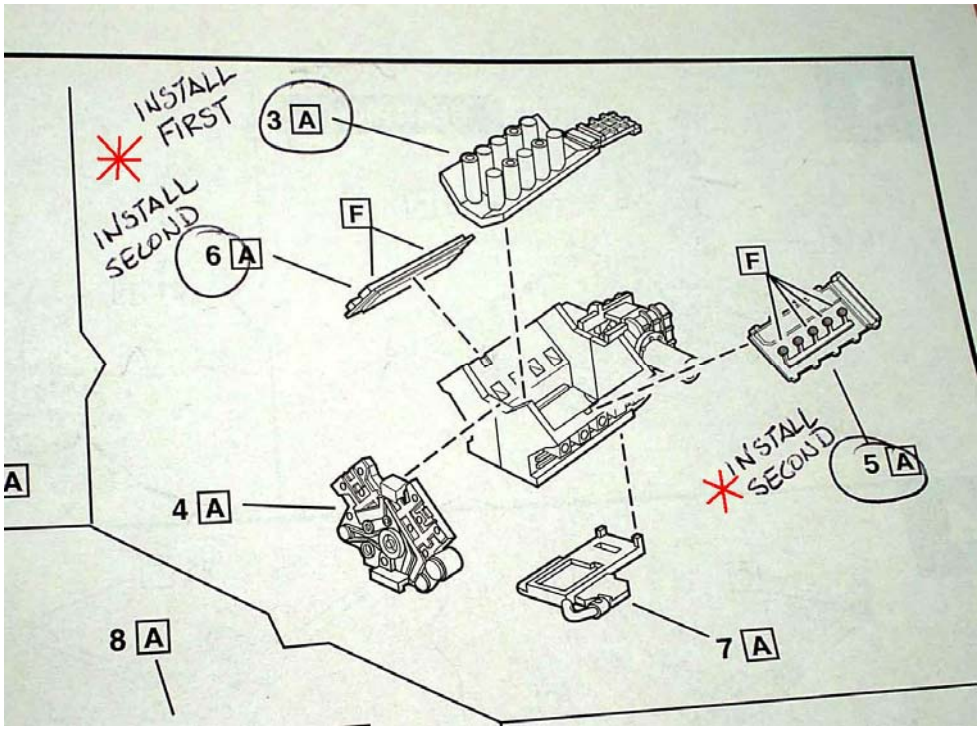
(Fig. #1, 2) I began by assembling the engine, which actually is a "two-part" affair. The first consists of a two-piece engine block, front cover, oil pan (engine bottom), intake manifold, rear cover, oil filter, two-piece axle shaft, and two exhaust pipes. I assembled and painted everything but the last two items with Testor's buffable Aluminum Plate metalizer.



(Fig. 3) I also painted the spark plug wire caps red as opposed to flat black (according to the instruction sheet) since I referenced photos of a 1:1 R8 V-10 engine and discovered they are actually colored red.

| # | PART NAME | NOM DE PARTIE | NOMBRE DE PARTE |
|---|---|---|---|
| 67 | Lt. Side Vent | Lt. Side Vent | Ventilación lateral izquierda |
| 68 | Rt. Side Vent | Rt. Side Vent | Ventilación lateral derecha |
| 69 | Center Air Vent | Center Air Vent | Ventilación central |
| 70 | Rear Bumper | Rear Bumper | Parachoques trasero |
| 70 | Rear Body Panel | Rear Body Panel | Panel de carrocería trasera |
| 71 | Rear License Plate | Rear License Plate | Placa de licencia trasera |
| 72 | Lt. Taillight Reflector | Lt. Taillight Reflector | Reflector de luz trasera izquierda |
| 73 | Rt. Taillight Reflector | Rt. Taillight Reflector | Reflector de luz trasera derecha |
| 74 | Engine Cover | Engine Cover | Cubierta del motor |
| 75 | Lt. Air Intake | Lt. Air Intake | Entrada de aire izquierda |
| 77 | Rt. Air Intake | Rt. Air Intake | Entrada de aire derecha |
| 78 | Engine Compartment | Engine Compartment | Compartimiento del motor |
| 79 | Rt. Rear Inner Wheel | Rt. Rear Inner Wheel | Rueda interna trasera derecha |
| | | | Freno de disco trasero derecho |

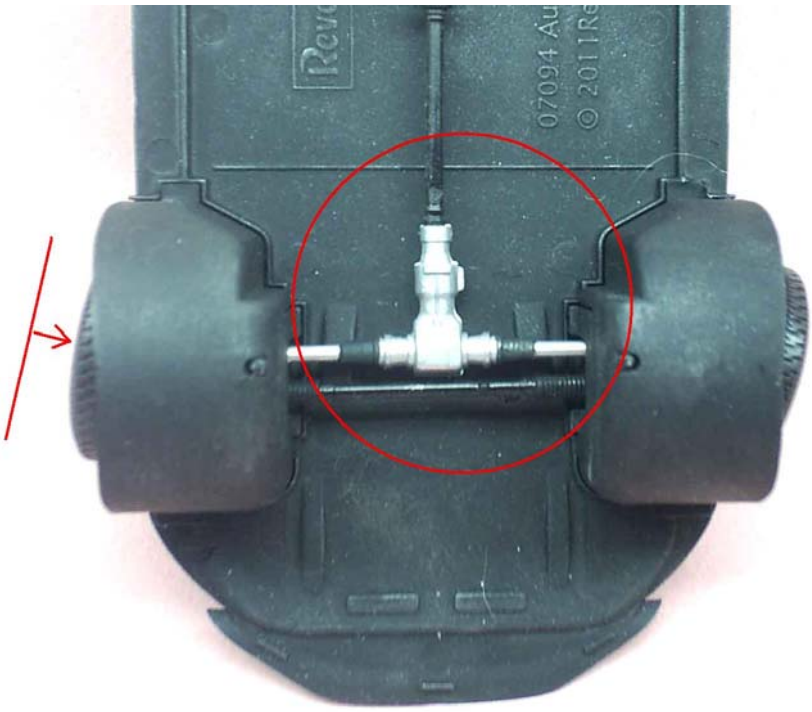
(Fig. #35) One thing I happened to notice during the build is the fact that the parts list, which is listed in English, French, and Spanish, managed to list the French version in English.

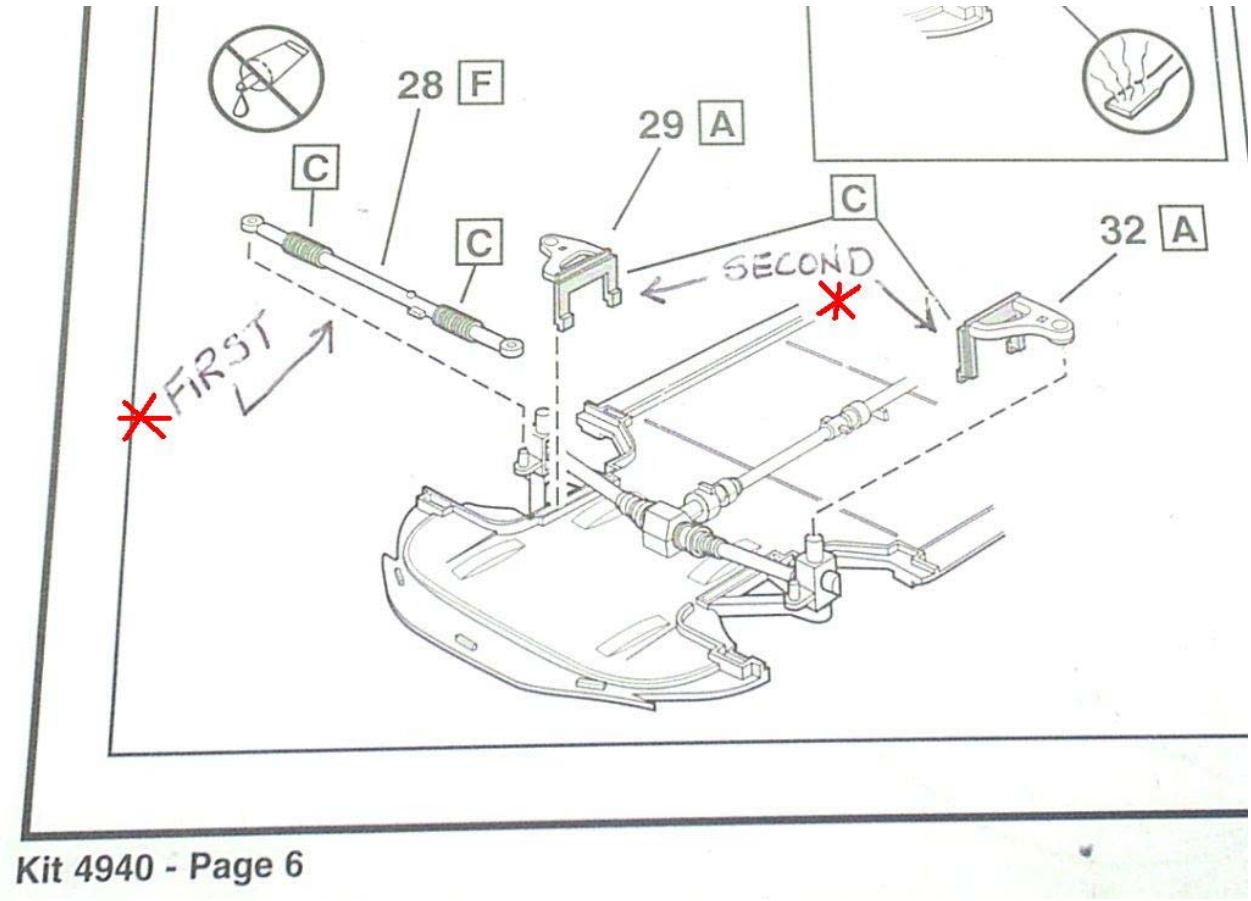



(Fig. #33) One particular note while assembling the engine: install the intake manifold (called "injectors" in the instruction sheet) before the rocker covers. The rocker covers actually overlap the "injectors" during assembly. Everything else during this phase of engine assembly went together smoothly.

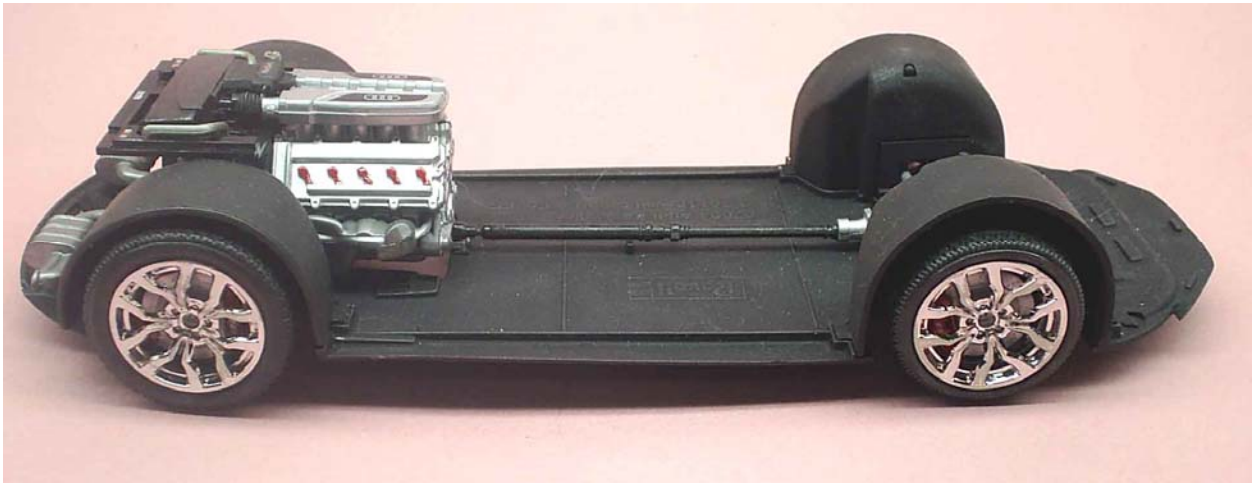
Next was the chassis. The rear of the chassis, which contains not only the engine but rear suspension components as well as inner fender wells, installed without any issues.

(Fig. #9) Since this car is all-wheel drive, a separate driveshaft and forward gearbox operate the front wheels. One nice touch about the front suspension is the poseable steering. The instructions call for the builder to heat up an implement (preferably an Exacto knife) to "seal" the front spindles into the frame of the chassis. This worked like a champ, and the resulting steering mechanism is precise and sure.

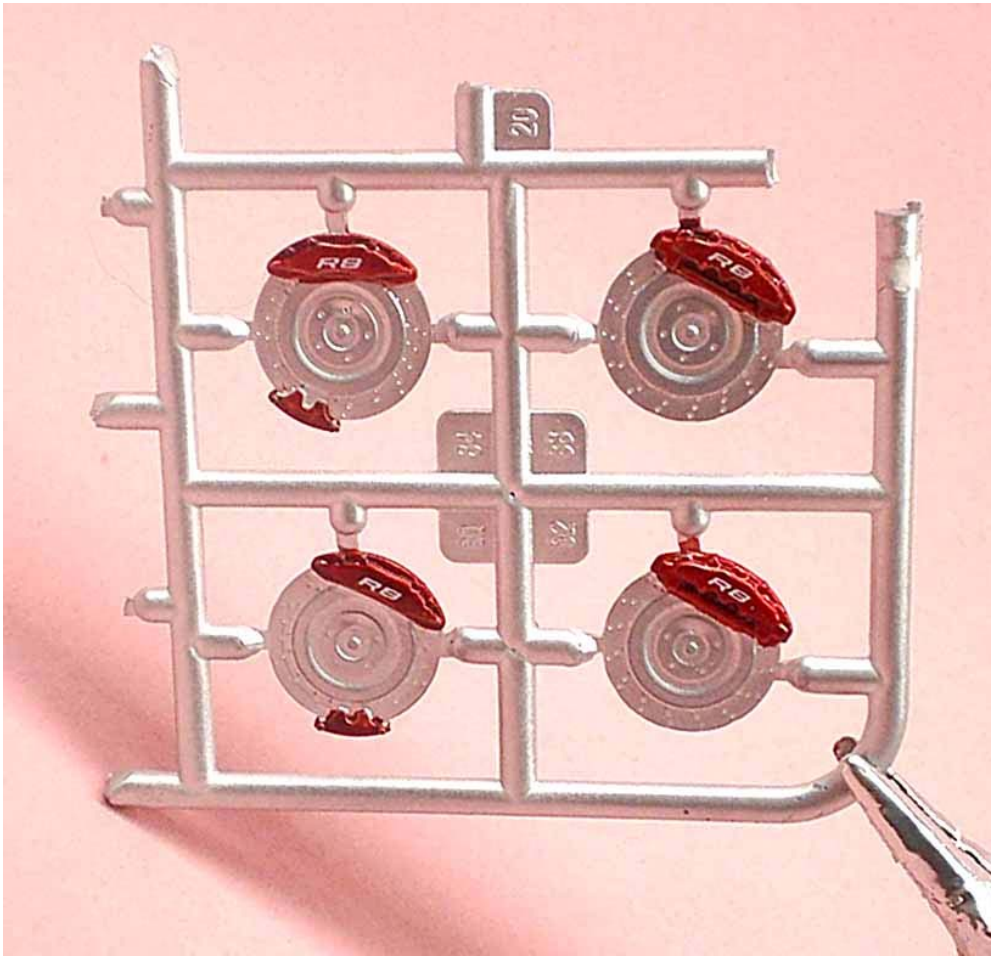





(Fig. #31) Another item to consider while performing the front suspension assembly: it is much easier to install the tie rod onto the assembled spindles before installing the upper A-arms to the chassis. Otherwise the modeler is forced to attempt to thread the tie rod between the two A-arms and then coax it onto the retaining tabs of the spindle after the front gearbox is installed.



(Fig. 12) After I installed these parts, the front inner fender wells and shocks installed seamlessly. The tires and rims also went together without a hitch. The completed chassis looks realistic and believable.



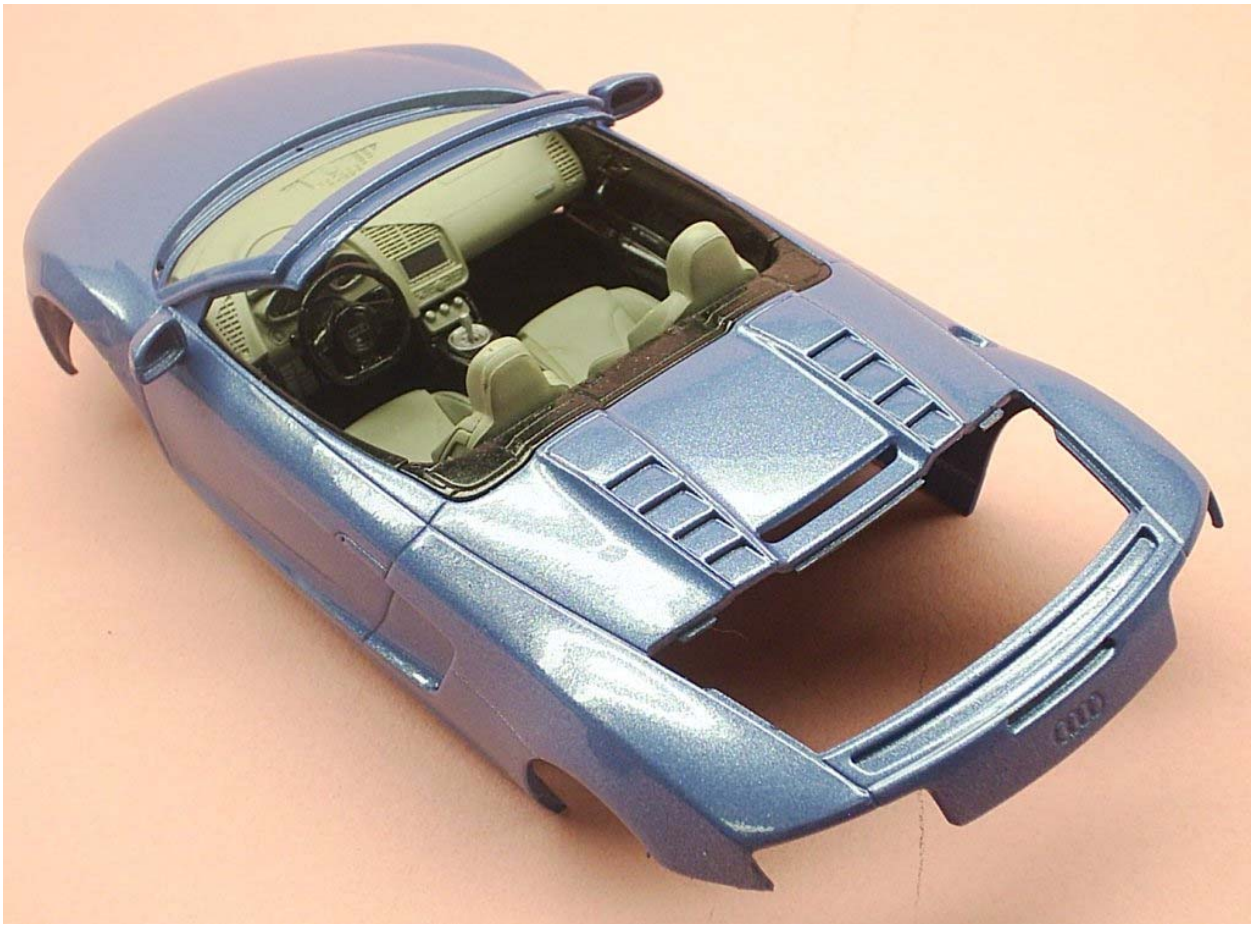

(Fig. #6) I painted the brake calipers Testor's buffable Aluminum Plate metalizer, then I detail-painted the calipers Tamiya clear red to simulate Brembo calipers. Two different sets of decals are provided for the calipers...I chose the "R8" decals over the other set, whose nomenclature was so small it was almost undetectable.

(Fig. #7) The upper engine components were detail-painted according to the instruction sheet, and the various decals applied to their corresponding parts. Decal placements (and the decals themselves) were a flawless procedure.

(Fig. #14) The interior bucket consists of two two-piece bucket seats, interior tub with separate side door panels, arm rests, pedal assembly, parking brake lever, gearshift, console gauge cluster, dash (with separate "hood"), steering wheel and column. Decals are provided for the instrument gauges, center "GPS" screen, dash insignia, and a decal for between the seats. The builder has a choice of instrument gauge decals for either US/Europe or Great Britain applications. I chose the former, since I intended to apply the Italian plates to the car once completed. Tags for GB, Netherlands, Germany, etc. are also included on the decal sheet.

The body was next. After two coats of Dupli-Color GM Light Blue (replicating Audi's Jet Blue metallic) I applied three coats of Rust-Oleum acrylic lacquer clear and wet-sanded it to a mirror-

like finish. All of the body components including the front and rear fascias and light bezels installed smoothly. In fact, the light lens bezels (both front and rear) practically snapped into place without need of glue! Decals are provided for the front and rear fascias as well as the clear parts representing openings for various vents in the body cavities...a nice touch. The windshield installed from the outside in, and after detail-painting the outer edges flat black, snuggled into place on the windshield frame nicely. Since I wanted to build a convertible version, I deleted the available "hardtop" and its accompanying windows.



(Fig. #15-18) The interior practically fell together and snuggled in nicely to the body once completed.

Despite the minor "glitches" which mostly had nothing to do with the kit itself, and beginning with this kit's review, I will raise my rating to 10 stars instead of five in order to broaden the range of a kit's worthiness and/or lack of such. Having said that; I have no choice but to give this kit a perfect 10-star rating. I absolutely love everything about it, and kudos to Revell for designing and engineering this fine kit, and having the great folks from Poland actually produce it! Wow!

(Fig. #99) Last but not least were the body decals and Audi logos for front and rear. Unfortunately, the extremely delicate chrome logos managed to snap while I attempted to remove them from the chrome tree. I wish Revell would have opted to include these logos as decals or photo etched parts instead of including them on the chrome tree. No matter how careful I was in removing them, they broke apart nonetheless.

**Final impressions:** I will be honest...at many times during this build I felt like I was working on an upper-end Japanese kit costing two to three times as much as this kit...it was that good! I was extremely impressed with the superb quality of fit and finish throughout the assembly. Mold flash was never an issue since, well...there WASN'T any, and would highly recommend this kit to not only intermediate and experienced modelers, but dare I say...beginners as well!