

Little **RED** Corvette

*PARMA evoke that 'fifties feeling
with their superb new
1:10 Hemi'Vette*

Following on from past articles on the Parma Hemi-coupes, the R&D team at Parma have been busy developing the latest edition to the Hemi family – the Hemi Vette.

As before the construction of the car is very simple. It is based on the 1/10th scale Parma components. The instructions are very clear and consist of only 3 stages, the

rear end assembly, the front end assembly and the chassis assembly.

The construction of the Hemi scale V8 engine is a little more difficult but the instruction booklet is easy to follow. This part of the car is just a plastic construction as you will need styrene cement and enamel paints to make it

look the part. In order to obtain a good realism of the engine you will need to add some wiring. This is not included in the kit so if you



*It's time to don your
Raybans and go
cruisin' !*



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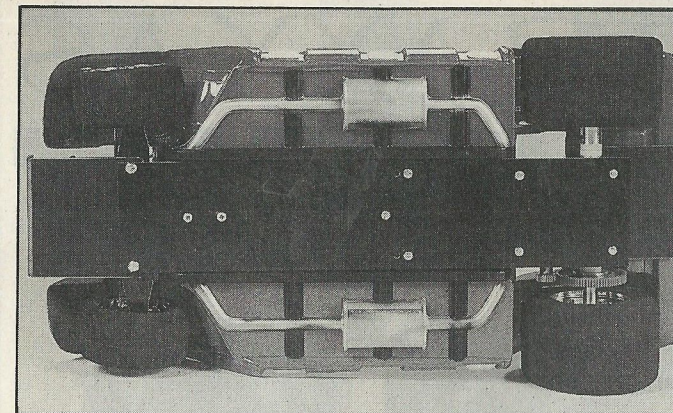
Blown Hemi V8 motor is super detailed and with the addition of the wiring kit is very realistic.

can get hold of some braided wire it really looks the part.

Once the rolling chassis is assembled the engine can be installed. This is held in place securely by 2 screws bolted through the chassis plate. The instructions didn't seem to cover this part of the construction but it was easy enough to work out for oneself so should cause no problems!

Radio Ga-Ga

The steering servo needs to be installed so that it sits in front of the front wheels. This is to enable the engine to be mounted correctly. The servo isn't entirely unprotected though, as the front body mount is a bent up piece of Kydex plastic which will act as a bumper in the event of a collision. Next we installed the receiver and electronic



speed controller, the instructions show them only taped on to the underpan we didn't really like this so we have installed them on either side of the car. If you prefer you can make up a GRP plate to sit across the chassis which would provide a much sturdier base for the R/C installation.

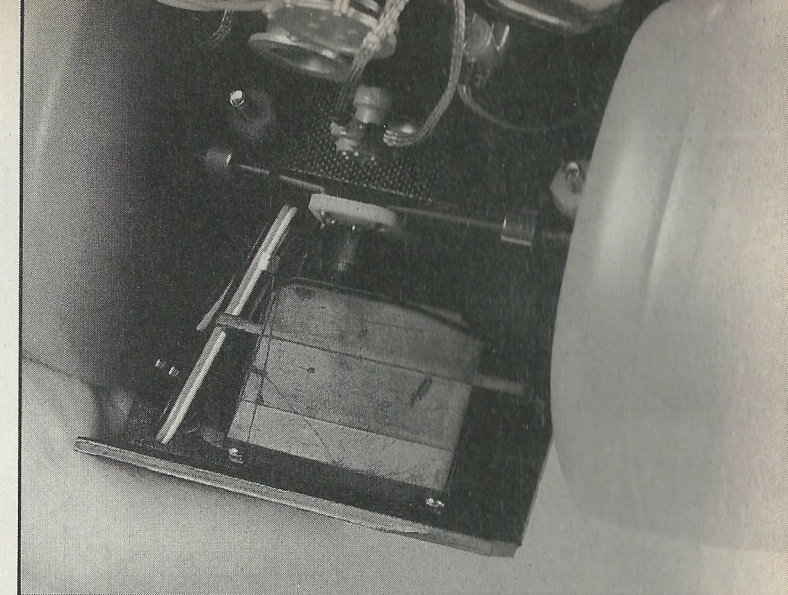
‘To date, this must rate as the best scale bodyshell I’ve seen’

The Bodyshell

To date, this must rate as the best scale bodyshell I've seen and to my mind there is no doubt that any custom car enthusiast with a liking for

'Vettes will feel the same way. The R/C gear is protected by an underpan which also wraps over the wheels to provide the inner wheel arches. The bottom of this tray has a nice molded twin exhaust system on it which seems to contradict the sidepipes sprouting from either side of the Vee-8.

The bodyshell itself consists of 4 separate moldings; the main body, front bumper/grill and rear bumper and valence. In adopting this idea, Parma have achieved a true scale bodyshell without the need for a complex multipart mold tool. The only oversight seems to be the lack of interior detail. It's a shame that Parma have gone to the trouble of making such a great looking car and engine only to forget about the interior. Black card is supplied to



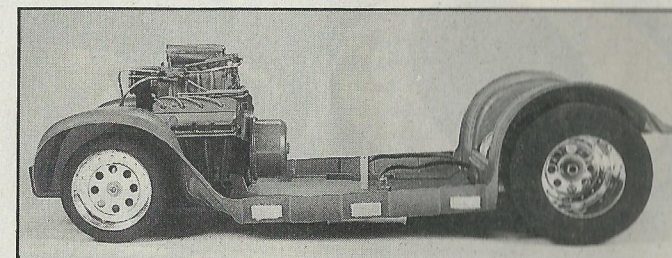
fit inside the body and the other alternative is to tint the windows.

Servo sits in front of the beam to allow for the fitting of the engine.

The painting skills of Richard Delves were again extolled on the finishing of this body in a subtle combination of pearl purple

Conclusion

In conclusion it's obvious that with such a simple chassis construction there is



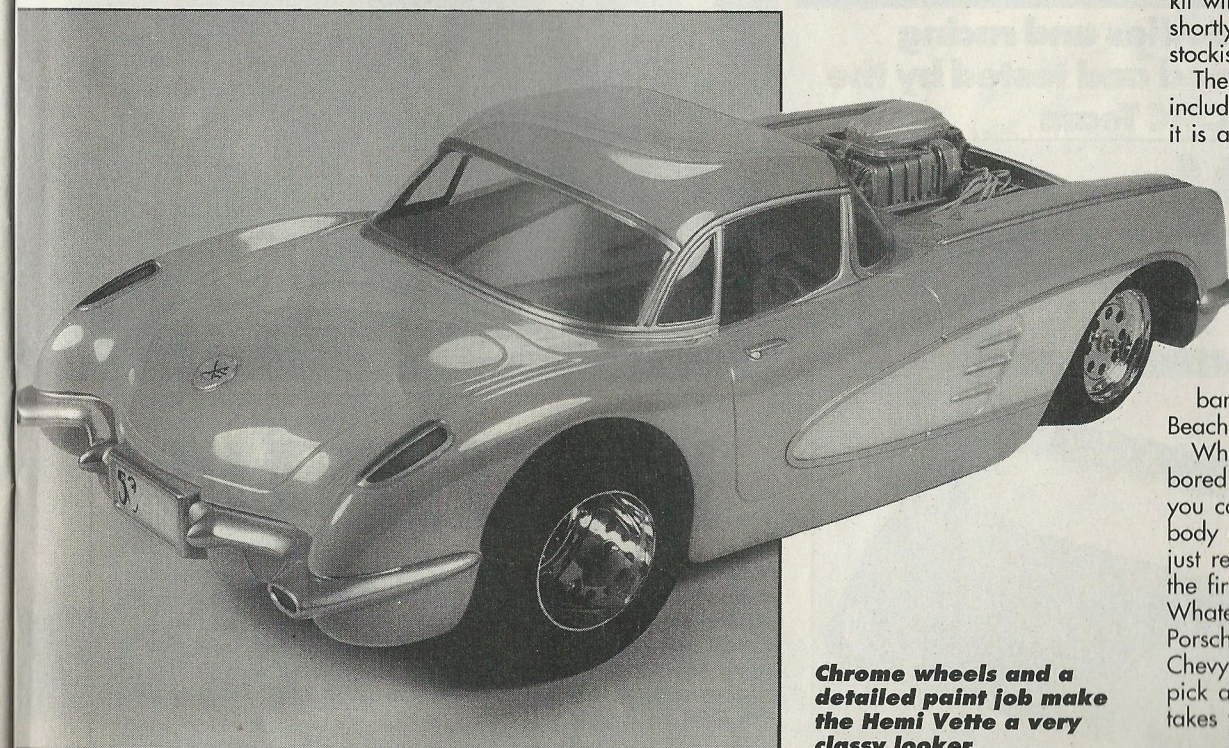
Under the body is the simple chassis ready for radio installation.

and red. Apparently, real custom car enthusiasts in the USA are colour keying all the engine components hence why the chrome on this car has turned red!

virtually no end to the variety of 'Hemi cars' that may appear. The 58 Vette is really nice and existing envious coupe owners may wish to note that the body kit will be available very shortly from all Parma stockists.

The reason behind not including the wiring is that it is available as a 'Hemi Wiring kit' from Parma (part no 10411A). This includes the realistic braid, yellow wire and some rubber belts to fit on the engine.

Once again, it's time to don your Ray-bans and turn up the Beach Boys and go cruisin'! What's more, if you do get bored with the Vette's looks you can put a Ford Pop body on it as Parma have just released such an item as the first true British Hot Rod! Whatever next? ... a Porsche?, a Ferrari?, a 57 Chevy? Just take your pick and cut out whatever takes your fancy!



Chrome wheels and a detailed paint job make the Hemi Vette a very classy looker.

Classic classy lines of the Corvette are at last captured correctly in lexan. Front grill takes some painting!