

Building the Ranchero Part 1

By Warren Moffatt

As a change of pace and a change of material, I'm going to be building the venerable (read "ancient") 1961 Ford Ranchero AMT/ERTL #8062. Now If anyone has built this particular kit, you know that it comes with a big block Chevy motor. You will also know that this kit comes with the single exhaust and rear suspension molded into the floor boards. This is why I will be attempting to write this article. I will be using Perry's Resin's 200 cu.in. straight six in this build. This comes with the manual transmission so I will either use the column shift to go "factory original" or maybe a floor shift if I go to the "used" look.. I'm not positive, but I don't believe Ford offered a floor shift on the base six cylinder econoboxes. Anyway...on to the show!

I purchased the six cylinder engine at the NNL East from Perry's in 2001. It sat on the shelf for over a year but now with the new digital camera I feel I can do this and if I screw up I can show you how *not* to build this. Bear in mind *I have not worked with resin at all*, but I have been assured it is easy if you follow the rules.



As you can see from the picture above, this comes as a 5 piece engine; block and transmission, carburetor, distributor, belt and pulleys, and air filter housing. As you can also see, there is minimal cleanup to do. The flashing inside the belts and pulleys appears to be intentional so as to give it some structural strength until it is time to build. There were a couple of tiny pinholes on the block, but can be filled easily. One was at the end of the oil filter and the other was along the edge of the bellhousing.

NOTE: One piece that is either missing or does not come with this engine is the generator. There is a pulley for it, and room for it, but wasn't in the bag. This can be fixed with a piece of sprue or styrene rod measuring 3/16 dia. x 5/16 long. This translates to about 5" dia. X 8" long which is close enough for this.

Next, following the vendor's instructions, I'm soaking the whole thing in Westley's Bleach White overnight to remove all the release agent from the pieces. After that, gently wash all the pieces with mild dishwashing soap and an old tooth brush to make sure all the oils and cleaners are gone.

I have been told that you don't need to prime resin, but I will be using it anyway. To me this highlights any pits or things I missed preparing the parts. I will also be using Duplicolor spray paint so I want good adhesion to the parts.

This is all for now with more to come later. Enjoy!