

Building the Ranchero Part 2

By Warren Moffatt

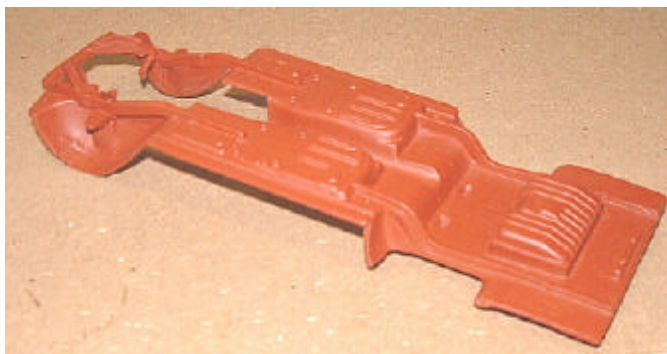
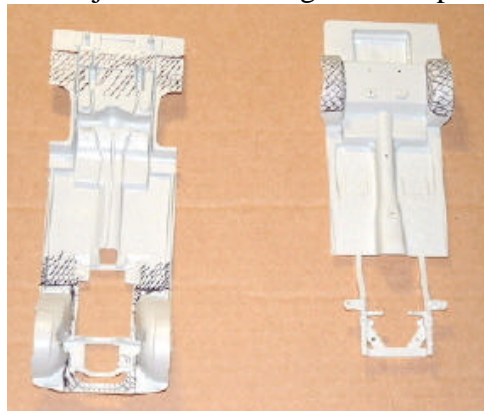
As I get back to the project, I have a minor correction. First the Ranchero chassis has a dual exhaust molded into it as opposed to the single I had stated. (This only makes the trouble of removing the exhausts twice as bad if you want to attempt THAT one!).

I have assembled the engine and painted as specified on the Falcon/Ranchero web page I found. The block, oil pan, and starter were listed as gloss black and the air filter housing and the valve cover to be Ford Engine Orange. (MM #2733). I used Burnt Metal Buffing Metalizer (MM #1415) on the transmission as the aluminum just seemed too bright to me. The wires are Radio Shack blue Wrapping Wire. (About \$3 a 50' roll). I used a piece of thin steel wire to make a fuel line from the fuel pump, around the front of the valve cover, and up to the front of the carburetor.



Here is the finished product with a white oil filter. Now I have to look around for an AUTOLITE decal.

Next I went to work on the chassis from the Ranchero and the recently released 1967 Mustang GT (AMT/ERTL #6631). As shown in the pictures below, I took the Mustang chassis and added the inner fenders and the last 3/8" (approximately) of the Ranchero chassis to it. I also had to add a couple strips about 3/32" wide to the sides of the chassis to fill in to the wider Ranchero body. The plan is to use all the running gear and front suspension from the Mustang. It appears the front spindles may be located a couple of scale inches out but I will adjust that when I get to that point.



The Ranchero chassis I on the left and the Mustang on the right. The hatching shows what I cut and what I kept. I added a couple pieces of styrene strip to complete the rear frame rails. The picture on the right is the finished chassis (with some patching, filling, and sanding completed) in red oxide primer, which is listed as being the correct color. When done there should be a little body color over-spray along the edges from the painting process at the factory.

Well, for now that should do it. This is a first for raiding "new" kits for purposes of cutting them up. The Mustang is a plentiful kit (I have 2 more) and has just been re-released so I have no problem with this one.

Part 3 I will have to make a pair of motor mounts and work on the suspension (front and rear) and check to see if the drive shaft will fit without any modifications. See you next month!