



The Hot Rod has been around forever it seems. And when most people think of a hot rod they picture the iconic '32 Ford or "deuce". The coolest part is one hundred people could build one hundred '32 Fords and each one could look different. Stacy David is the host of the show [Stacy David's] GearZ and he built the 60's style '32 Ford roadster that is the "Rat Roaster" on his show. If the Rat Roaster doesn't get your attention then check your pulse, because this hot rod is certainly an eye catcher! From the bright green paint to gleaming chrome moon tank to the matching electric guitar this ride screams cool.

For the Modeler: This Revell 1:25 scale, skill level 2 kit #85-4995 is a very good rendering of David's Roaster and at 148 pieces; it is very detailed. This kit is designed to build only as the Rat Roaster, but does have a few things that can be changed if the builder sees fit. Looking at the molding it appears crisp with no flash visible which makes sense being this is brand new tooling. Parts are molded in white with clear and chrome parts, waterslide decals and vinyl tires. This kit features 2 different carb setups, a Rat Roaster guitar figure, optional front fenders and a Stacey David decal set. Finished dimensions are: Length: 6-3/4", Width: 2-3/4", Height: 2-1/8".



[fig 0a] This is the kit's contents and box art.

I usually always start a build with the motor. However on a hot rod [especially the Rat Roaster], the frame, interior and many other parts are body color, so I decided to prep and paint the body colored parts first. Stacy David had a custom Metallic Apple Green made for the project. Meaning I wasn't going to get an exact match, but I wanted it to be close enough and be cool. I had a can of the Testor's one coat lacquer Lime Ice that I was dying to use on this project, but it was too far off the color [even when sprayed over gray primer]. Being stubborn [I really wanted this color!] I test shot it over Duplicolor Black primer which darkened the color up close enough to the "real thing" and let me use the Lime Ice. I gathered up the parts to be painted body color. The body [#1], hood [#2] grille shell [#3], rear fenders [#4&5], rear inner fenders [#6&7], front fenders [#8&9], interior parts [#11, 12, 13, 14 & 17], guitar [#20], guitar stand [#21], frame/chassis [#22], gas tank [#23], cross member [#24], rear axle [#27], differential cover [#28], and firewall [#42] and primed/painted them. To look correct these last pieces needs to be prepped first. The interior floor [#10] was primed on both sides and then the bottom painted [this left the "floor board" the correct black].



[fig 3 headlight assembly prep] [fig 3a headlight assembly finish] Next on the Rat Roaster the headlight buckets and the brackets that attach them to the frame are body color, so parts #66 [left headlight assembly] & #67 [right headlight assembly] need to have some of the plating removed [see fig 3]. I left the chrome on the inside [and front] of the headlight buckets as well as the shocks. These were then masked off with bare metal foil for priming/painting.

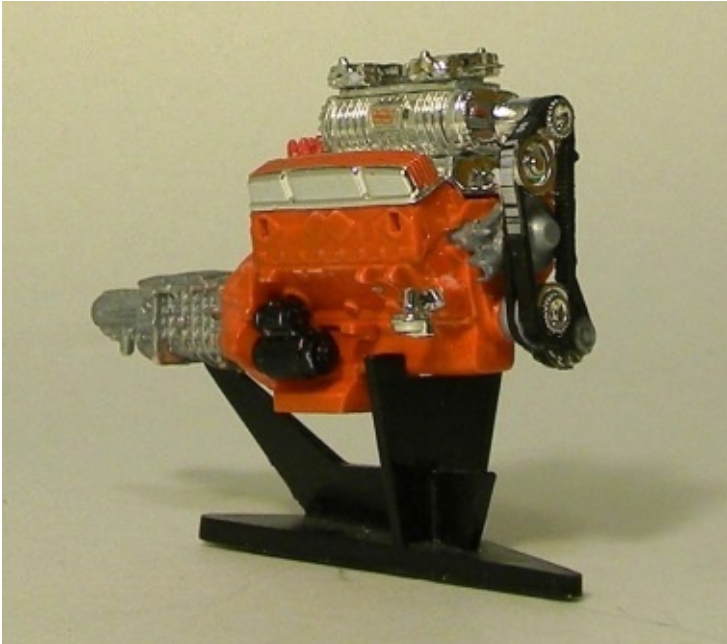


With the body color parts primed and painted I started on the motor. The Roaster features a Weiland blown Chevy small block. On a side note I've never understood putting Chevy motors in a "deuce" but at 22 pieces the kit has a very well done version of it. Even though the instructions say start with the block halves



we will get to those in a minute. I found out [the hard way] it is necessary to start by assembling the Weiland blower. I took the five parts [#97, 98, 99, 100 & 101] and scraped the plating from the points they will connect together. This is done to get better glue adhesion and that some of the chrome was heavy here and doesn't allow them to fit tightly together. Revell having made this a multi-part assembly added good realism, but it also proved a bit a pain as well. The instructions have the parts just going together and installing, but it's not quite

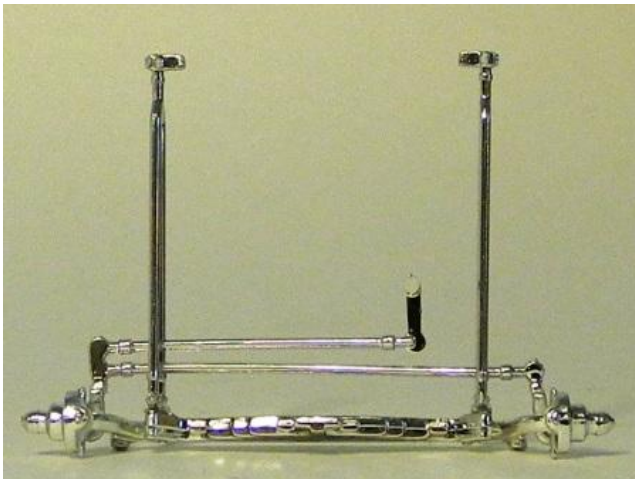
that simple. However, assembling them first and allowing them to dry while building the motor will help out. I started by gluing the left blower body [#97] to the blower front at the notch. Then I glued the right blower body [#98] the blower back [#100]. I let them both cure for a few minutes [but not fully] before attaching the two together and then added the blower top [#101]. I also added the carburetors [#80 x 2] here. I used Testor's liquid cement. However a stronger glue medium could be used as well if desired, but be aware some super glue can cause a clouding effect on chrome parts.



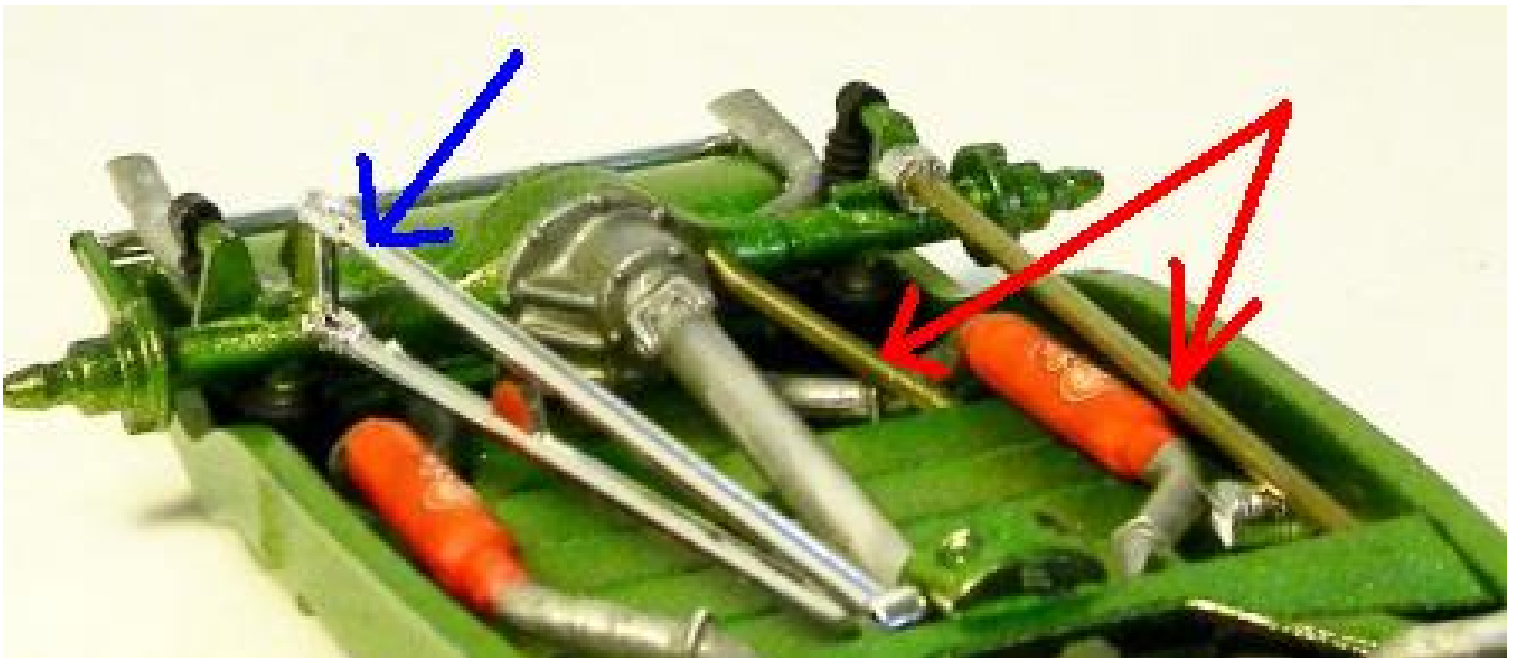
[fig 4 & 5 motor] With the blower set aside I started on the engine halves [#32 left & #33 right]. I glued them together and added the cylinder heads [#34 x 2 no difference in left or right]. I sanded the small seam on the oil pan with a medium sanding stick before painting the motor with Duplicolor Chevy Engine Orange. I painted the transmission Aluminum, but for a true representation it should be left Orange. The water pump [#36] is painted Aluminum and installed. Next paint the alternator belt [#39] Flat Black with pulleys detailed Aluminum then add the alternator [#85] and install it to the motor. I then glued in the oil filter [#37] This says to paint it white, but I just hit it with clear. Next install the intake manifold [#77] then the rocker covers [#78 x 2]. For a custom touch the center [finned] part of the covers is supposed to be painted Chevy Engine Orange [see fig 3 or 4], but this isn't mentioned in the instructions. Next add the fuel pump [#107], the starter [#38 painted Gloss Black] and the distributor [#40 cap Gloss Red and Aluminum base]. Now take the assembled blower assembly and add decal #9 to each side of the blower body and decal #8 to the left on the front cover then install it to the motor. Finally take the blower belt [#94] and detail the belt Flat Black then add decal #32 before installing it. Be sure to cut as close as possible to decal #32 when removing from the sheet, so it fits right.



Now it's time to start assembling the chassis. Take the frame [#22] that you painted body color and add the exhaust pipes [#25 left & #26 right painted Steel with Gloss Red mufflers]. Next cement the cross member [#24 body color] in place and add decals #11 [x2] one to each muffler. Now add the frame bars [#69 rear & #70 front] and the gas tank [#23] NOTE the instructions say to add the gas tank later but it goes in well here and doesn't disrupt anything.



[fig 6 front axle] [fig 7 completed front end] At this point take the front radius rods [#74 left & #75 right] and carefully slide them over the ends of the tie rod [#76] then attach the pieces to the front axle [#109]. The way I did this was to attach the radius rods to the rear of the axle and then attach the ends of the tie rod to the axle. Set this aside and go back and glue the completed motor into the chassis. Next take the painted headlight assemblies [#66 left & #67 right] and install the head light lenses [#131 x2] to them using Elmer's Glue All. Afterward cement the assemblies into the notches just forward of the radiator/front axle mount. Then add the completed front end.



[fig 8 rear comparison] As I prepared to assemble the rear end I noticed the big issue with this kit. The rear end is totally incorrect as the Rat Roaster featured a triangulated four link rear suspension with coil over shocks and the kit features a traditional hot rod rear end featuring radius rods and coil over shocks.

Here you have a choice. You can assemble the rear end as is (blue arrow) then move on [I don't blame those that do] or you can correct it (red arrow) and make it more [or totally] correct. I am going to through both ways and some basic scratch building [modifying] techniques to correct it. I hear some of you saying I can't scratch build, but I will walk you through it.

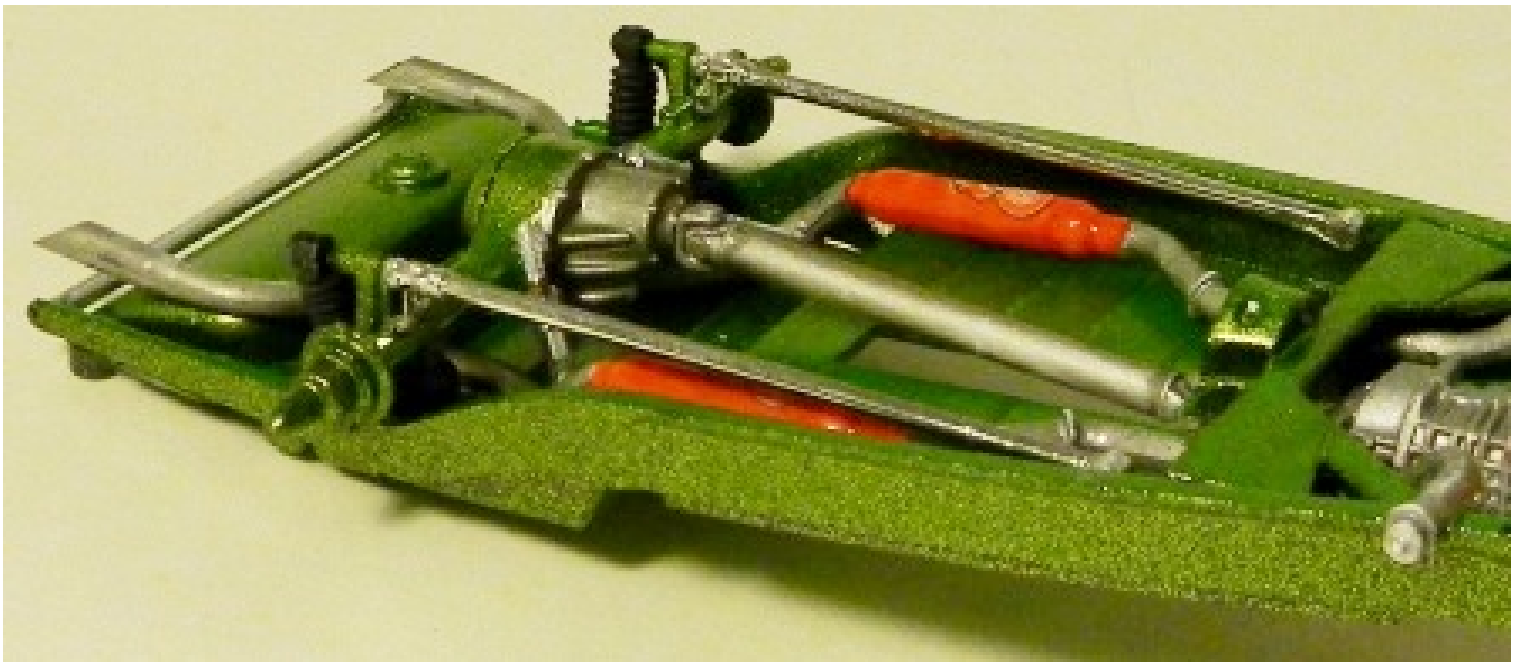


[fig 9 assembled rear end without radius rods] No matter what you do the first thing is to do is take rear axle [#27 body color with the front differential cover detailed in Steel] and add the rear differential cover [#28 body color] to it. Now comes a point where you have to choose. On the bottom of the rear axle there are two mounting blocks [bags] that attach the rear end to the frame. These are shown to be painted flat black [and should be if you are just assembling the rear end as is. However if you are making the correct triangulated four link setup, they are not supposed to be there, as it would connect with the four links and the coil over shocks. The two choices here when converting the rear end are: to remove them and make the connections with the bars and shocks, or to not remove them and just leave

them body color so they "hide" under the rear end. I chose the latter for extra stability. Then attach the rear shocks [#30 x2 flat black] and paint the driveshaft [#29] Steel and attach it. For those doing the kit rear end attach radius rods [#71 left & 72 right] then skip ahead to interior assembly.



[fig 10] Okay for those still with me. On the right side of fig 8 I showed a correct triangulated four link set up made of brass and this is a truly great medium to construct it from. However here at Right on Replicas we try to build the kits with what is in the box, so I am going to show how to use the incorrect radius rods to construct the correct rear end parts.



[fig 11 tri-four link side view] [In fig 10 you see the yellow the cuts that will be made to convert the radius rods. First I carefully made the cuts for #2 with an X-acto knife [a pair of "nippers" work well too] on both radius rods. These will be the triangular arms that connect from the differential to the frame. Cement the "rod" end to the frame under the exhaust pipes [see fig 11].

[fig 12 tri-four link front view] Then cement the "bracket" side [with your cut edge facing up] to the spot the axle and differential meet. Repeat for the other side using the other rod you cut. With those installed take the uncut "top" part of the radius rods and first carefully make the front cut [I used an X-acto knife for this].



Them I skipped to the back [bracket] side and made my two cuts using the nippers. I intentionally left the center connector cut until last for stability. Once you have both done test fit the bracket to the rear end. It will attach to the front of the shock assembly bracket and sand if needed to get a tight

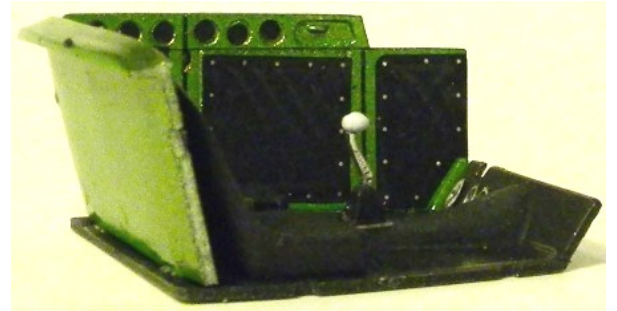
fit. Once you're satisfied with the fit attach the bracket to the rear end, and the front to the frame rail as close to being even with the top of the rail as possible. If all goes right it should look like figs. 11 & 12.



[fig 15 completed interior] Next I moved onto the interior which is really detailed [12 pieces] especially for a Deuce. All interior parts are body color unless specified otherwise. I decided to start by applying the decals to the interior first as there are 37 to be applied. Take the interior walls [#11,12 & 13] and the console [#14] and apply decals #36 [x 25] to them. This seems like a lot of decals, but worth the effort. I worked slowly cutting and doing them in blocks of four. I would "wet" them only when I was ready to apply them, so I didn't feel rushed to get them on as I would if I tried doing them all at once. Now let those dry and take the interior floor [#10 interior side Flat Black] and apply decal #37 to the drivers [#38 to the passengers] side floorboard, decal #30 to the shifter location then finally decal #23 [x3] to the pedals. Next cement the console [#14], shifter [#16 chrome with flat black boot] and the seats [#15 x2 Satin Black] to the floor board. Now back

to the interior walls. I applied decals #39 & #40 to the rear wall [#13] and installed it. Next I took the left interior wall [#11] and added decals #24, 25 & 26 then detailed the door handle in chrome and installed it. I repeated this on the right interior wall using decals 27, 28 & 29 then installing it.

[fig 13] FOR THE BUILDER: I must say that I was not impressed with decals 24-29. They were a bit thick and took a lot of work to get to "lay" into the contours of the panels. You may want to have some decal setting solution on hand. If I were not building this for a review I would've left off those decals and just painted the areas satin black.



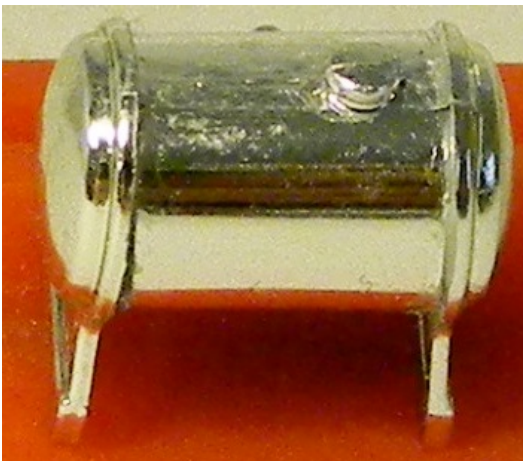
[fig 14 dash] Moving on to the dash [#17] it is well done for such a simple part. I started by foiling the instrument panel and applying the gauge decals [1 - 6 from left to right] and then added decal #12 to the bottom of the panel between #4 & #5. I then detailed the pair of knobs and the steering column mounting bracket with chrome. I painted the steering wheel [#19] & steering column [#18] satin black and detailed them with chrome. Finally I cemented the wheel to the steering column and attached it to the dash before putting the dash in place.



[fig 15a dash] I took the body [#1] and used bare metal foil to chrome the molding on each side. I should note that decals [#15 & 17] are provided for the stripes as well if you would rather use them. Then I installed the completed interior into the body and inserted the rear inner fenders [#6 drivers side & #7 passengers side]. Next I cemented the body to the frame and added the steering shaft [#31 painted Steel]. The steering shaft locates to frame rail first then to end of the steering column. Then I added the firewall [#42 body color]. At this point you have a decision to make. Do you want to use the rear fenders [#4 left & #5 right body color] or leave them off and make it a highboy? I chose to use the fenders and attached them (white arrow).



[fig 16a exhaust] The Rat Roaster has a Jekyll & Hyde exhaust that can either employ the full exhaust (blue arrow) and mufflers or just the exhaust headers (red arrow). We've already done the Jekyll part now we need to add the Hyde. I assembled the left header [#82 & #84] and cemented it in place. Then I did the right side using [#81 & 83].



[fig 16] The next thing I did was to assemble the moon tank. I started by cementing the front section [#92] and the rear section [#91] together and then added the left side [#93] and right side [#95]. There is still a small seam on the top of the tank that I didn't want, so I covered it with a small strip of Bare Metal Foil Ultra Bright Chrome [see fig 16]. I smoothed the left side, but intentionally didn't smooth the right side to show how nice it covers it.



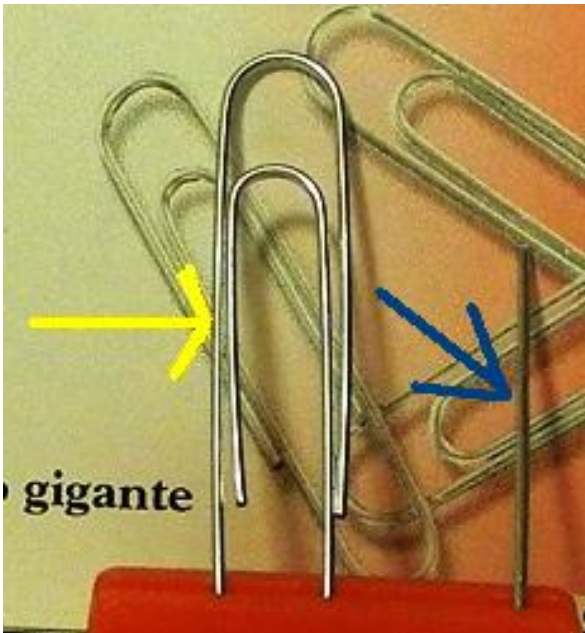
[fig 17] I set the moon tank aside for now and started on the windshield frame [#62]. After removing it from the tree you see there is chrome missing at the points it was connected to the tree. I covered these with foil then using Elmer's Glue All I added the windshield [#130] and the rearview mirror [#90]. I use Elmer's white glue to attach windows because it dries clear and cleans up easily if needed. Plus here there is nowhere to hide any glue, so clear glue of some type is strongly recommended. See fig 17.



[fig 18] Next I took the grille [#63] and black washed it using thinned flat black [thin 2 part thinner:1 part paint] as seen in fig 18. I then cemented it to the grille shell [#3 body color].

[fig 19] At this point I noticed that Revell had not included any radiator support rods for the kit. If you are going to glue the hood in place this is no problem. However if you want it to be removable or even no hood this is a glaring problem. I decided to scratch build the rods using jumbo size paper clips. For those that choose not to do this or plan to glue the hood on just attach the fan shroud [#44] to the radiator [#49] then cement it to the grille shell and skip the next section.

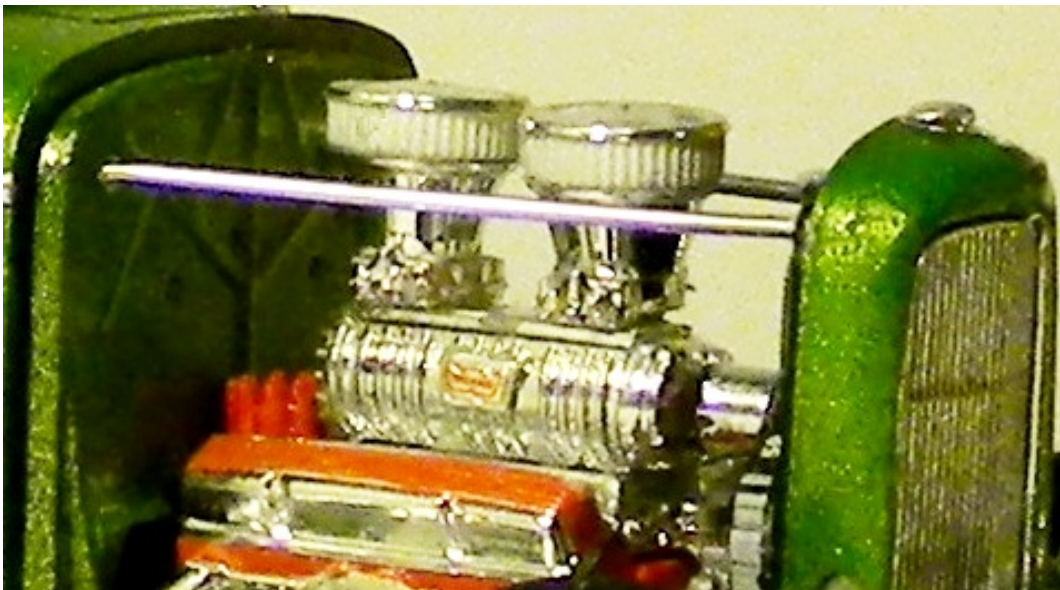
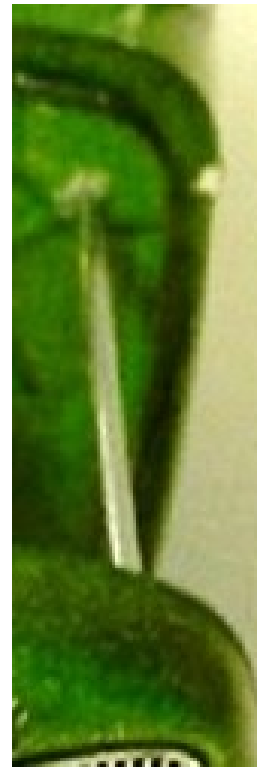




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cutter on my needle nosed pliers (blue arrow). Then set aside until needed

[fig 20] When you look at the firewall you see there are holes already there for the supports, but we need to make some corresponding ones in the radiator. As you see pointed to in fig 19 there are two divots that can be opened up with either a #68 drill bit or a sharp X-acto knife. Then I had to determine the length of the rods was 33 mm, but I cut mine 35 mm [1 3/8 in] to give them enough extra on each side for a good fit. I used jumbo paperclips [2 of them] which are available in stationary supplies. Step one was to measure out the 35 mm and mark it with a black Sharpie on the long side of the paperclip as shown in fig 20 (yellow arrow). I cut the needed length using the



[fig 28a] Take the completed radiator/grille and attach the lower radiator hose [#106] and the upper hose [#105]. For those that made support rods set one side into the holes in the firewall and gently push them in a bit so they stay in [don't glue them yet]. Next I attached the completed radiator/grille to the chassis and attached the hoses to the motor. At this point I attached the rods to the radiator using a very small dot of superglue in the holes

on the radiator [then just slid the rods forward into place]. I added on both radiator caps [#89 goes on top of the radiator and #113 goes on top of the grille shell], added decal #34 to the grille shell and cemented the completed windshield in place finally cement the moon tank in place making sure the notch is at the front. Another decision here are you going to use the hood or not? If using the hood cement the air cleaner bottoms [#112 x2] to the carbs. If you want an open hood cement the velocity stacks [#103 x2] to the carbs. Now I wanted to have it be either way, so I cut 1/16 in [about 1 1/2 mm] off the bottom of the velocity stacks so they would sit under the hood as well. The easiest way to do this is to run masking tape around the stack at the marked off spot and use that as a guide to cut it [then cement them to the carbs]. Finally take the air cleaner top [#104 x 2] and detail the ridged section with flat white and cement them in place.



[fig 22] Now you'll have to make another decision. Are you going to use the front fenders or not? If so take the right fender [#9 body color] and attach it to the right brake/fender support [#110] as shown in fig 22 then cement it to the front axle making sure the notch lines up. Repeat this for the left side using parts #8 & #111. If not using the fenders cement the front disc brakes [#46 right & #45 left painted steel] lining up the notches. If you want the chrome brakes and no fenders, just snip the brackets off of them prior to installing them.



[fig 23] Next I moved to the back and added the rear brakes [#73 x2] lining up the notches. Finally, if desired, apply decal #13 to each caliper [see fig 23].



[fig 24] Now we come to one of the best parts of this kit. The big & little tires and wheels on this kit so beautifully done I could see them being kit bashed on many projects. These would be great to release separately in a “Parts Pack” [hint hint] by Revell. Anyway, I started by detailing the rim with Aluminum [see fig 24]. I took the big rear tires and pushed the rear wheels [#61 x 2] into them [no need for glue] and added the rear inner wheels [#115 x2] then attached them to rear axle. I then took the little front tires and pushed the front wheels

[#60 x2] into them and added the front inner wheels then attached them to the front axles. The wheels snapped right on, but can be cemented if desired. Also there are center cap decals [#22] that can be applied if desired.

[fig 25] I decided to use the hood mostly because the custom portholes look cool. I took the hood [#2 body color] and added the port holes (red arrow) [#86 driver’s side #87 passenger’s side] to it after black washing the recessed ports. Finally, I foiled the trim at the bottom of the hood (white arrow). If you want the attached hood cement it in place or set it aside to set in place later.



[fig 26] To go with the Rat Roaster Stacey David had a custom Gibson ES 335 guitar done to match the car. The great news is Revell included a scale replica of it [a great touch!] in the kit along with a stand. Earlier I painted the guitar and its stand body color. I took the guitar [#20] and foiled the “exhaust pipe”, “bridge”, “whammy bar” & “pick ups” [see fig 26]. Next I detailed the body of the guitar with an ultra fine point black Sharpie and the knobs with chrome. Then I painted the “fingerboard” of the guitar with Testor’s Wood and covered it with Testor’s transparent Turn Signal Amber. Finally I painted the “head stock” black and detailed the “machine heads/tuning pegs” with chrome.



[fig 27] Final assembly was only a matter adding the gas cap [#88] to the gas tank, the door handles [#64 left & #65 right], Taillights [#69 x2] detailed with Transparent Red [or decals #21 x2 are provided] and finally the license plate frame [#108]. I added a custom plate to mine, but if you are using decal #33 the recessed part should be body color [to be accurate] or black to show the decal.



[fig 999] Final impressions on this kit are this is an incredible kit to build and a must have for any fan of the '32 Ford. Despite some decal issues and the couple of minor inaccuracies plus taking into account the multiple build possibilities as well as the great fit of the parts I would give this kit 9 out of 10 stars. I would recommend it to any builder especially Hot Rod fans and I will get another one of these to build.

