

THE ICONIC FORD FALCON XB GT

SCALE
1:8



Right door



Falcon in Europe



Language of Customisation

POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 6

ASSEMBLY GUIDE

3

The window and cogs are fitted to the right-hand door, along with the window winder and hinge.

HISTORY OF THE FORD FALCON

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The Falcon was a success in America and Australia, but why did it not sell well in Europe?

CARS ON SCREEN

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Ford exploited its contract with the Bond film producers to place many of its vehicles.

CUSTOM MADE

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We start our explanation of the meaning of many of the terms that are used in customisation.

YOUR MODEL

You will be building a 1:8 scale replica of a customised 1973 Ford Falcon XB GT. Features include a lift-up bonnet that reveals a detailed engine, opening doors, wind-down windows and an 'active' steering wheel. A remote-control fob illuminates the main lights, brake lights and indicators.

Scale: 1:8
Length: 62cm
Width: 25cm
Height: 19cm
Weight: 7+kg



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t=top, c=centre, b=bottom, l=left, r=right, u=upper

Stage 6: Right Door (2)

We continue work on the right-hand door, fitting the window and window winding mechanism.



List of parts:

- 6A** Window for right-hand door
- 6B** Large cog
- 6C** Medium cog
- 6D** Small cog
- 6E** Door hinge spring plate
- 6F** Door hinge
- 6G** Window sliding base part
- 6H** Window sliding mounting part
- PS05** Two* 2.3 x 4.0mm PB screws
- DS04** Four* 2.3 x 3.0mm PWM screws
- DS17** Two* 1.8 x 3.0mm PWM screws
- DS02** Three* 2.3 x 4.0mm PM screws

* Including spare

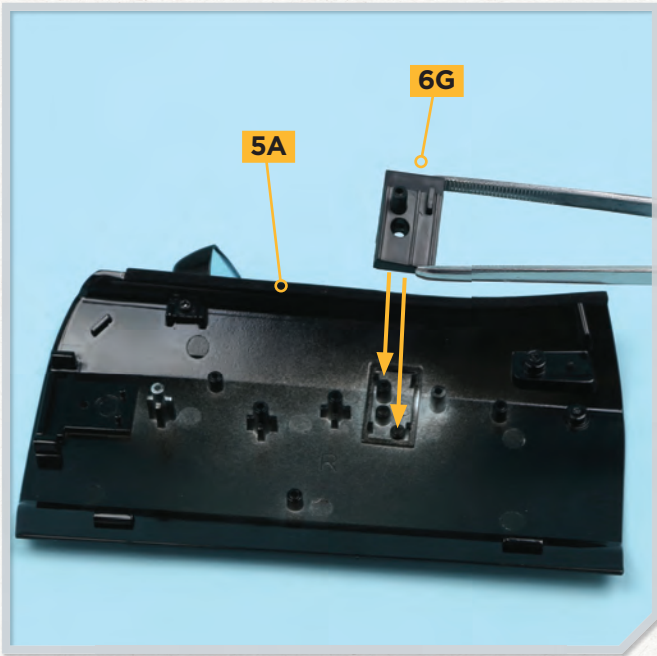
PB = Pan head for plastic; PM = Pan head for metal;

PWM = Pan head with washer/flange

Area of assembly

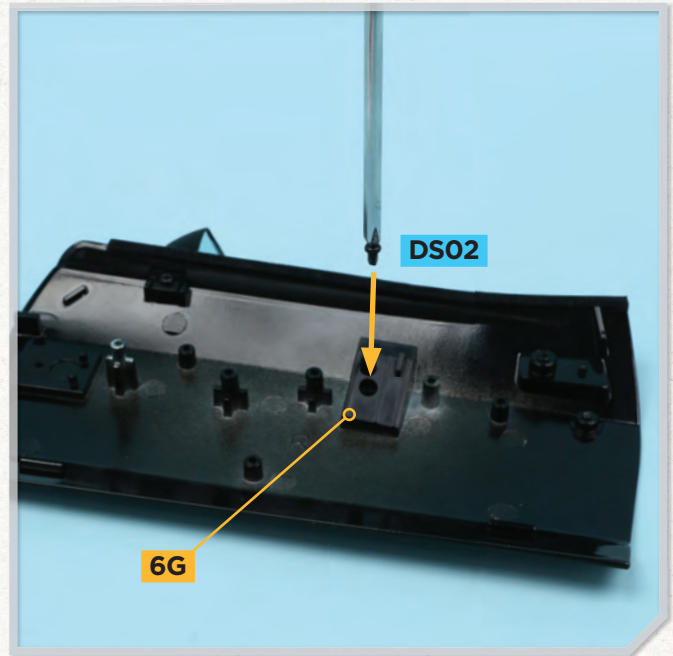


Stage 6: Right Door (2)



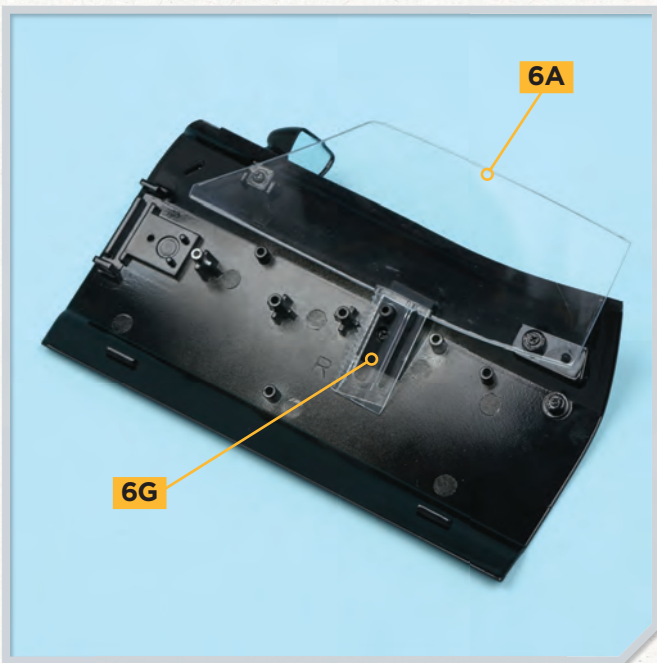
STEP 1

Fit part **6G** inside the door **5A**: pegs on the back of part **6G** fit into sockets in part **5A**, as indicated. The screw socket on part **5A** fits into the hole in part **6G**.



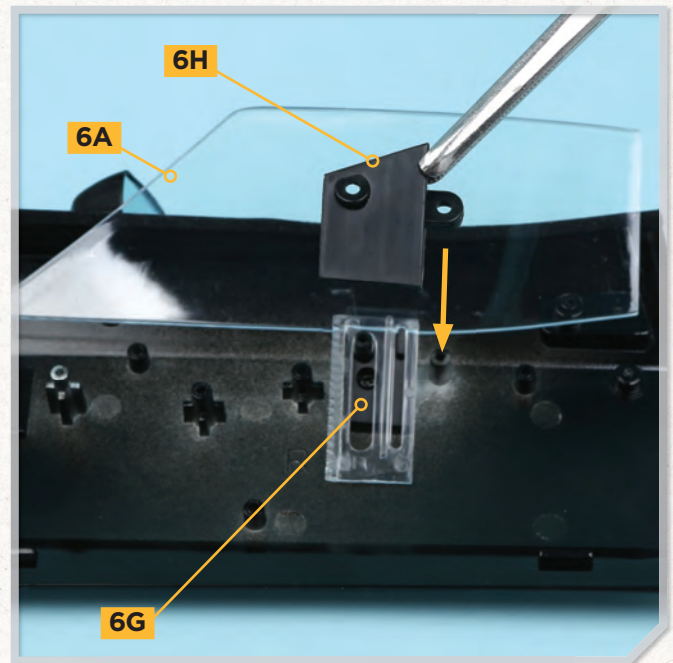
STEP 2

Fix part **6G** in place with a **DS02** screw.



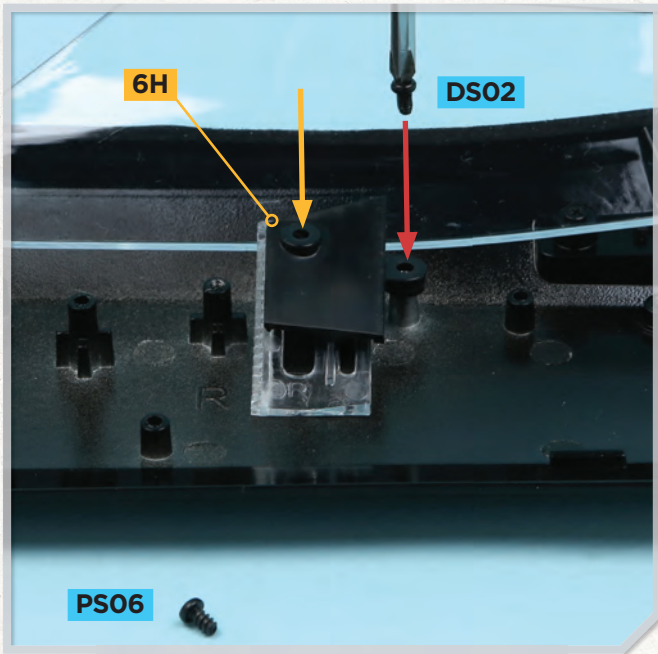
STEP 3

Take the window **6A** and fit the larger slot in the stem over the raised screw socket in part **6G**. At the same time, the narrower slot in the stem of the window fits over a peg in part **6G**.



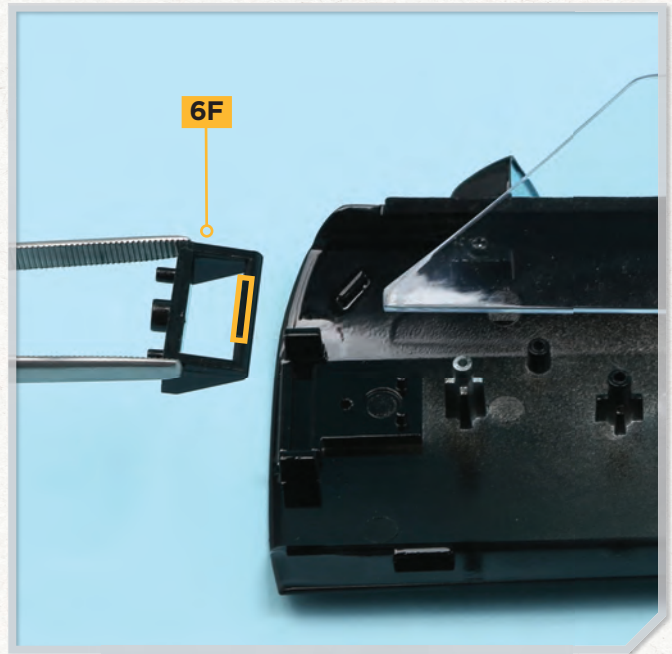
STEP 4

Fit part **6H** over the stem of the window: the raised screw socket on part **6G** aligns with the screw hole near the centre of part **6H** and a raised screw socket on the door aligns with the screw hole in the tab on part **6H** (arrow).



STEP 5

Fix in place, using a **DS02** to fit the tab in place (red arrow) and a **PS06** screw near the centre of part **6H** (orange arrow).



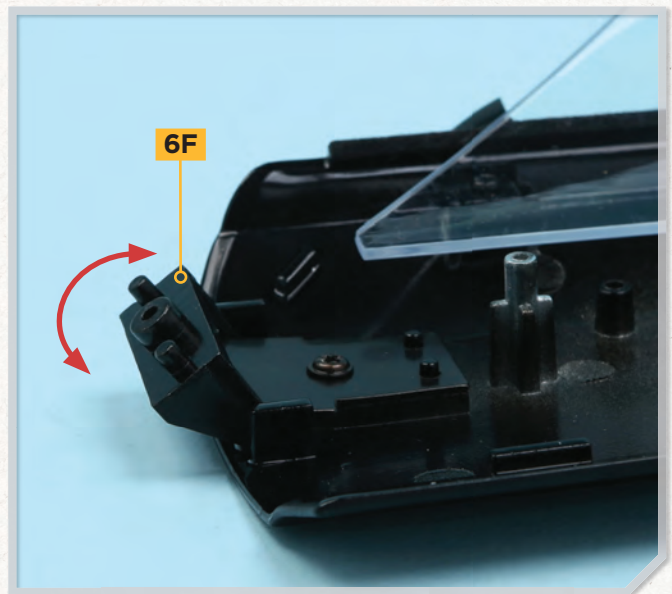
STEP 6

Fix the door hinge **6F** in place at the hinge end of the door. The bar fits in a channel in the door, with the flat panel on the bar (outlined in orange) facing upwards.



STEP 7

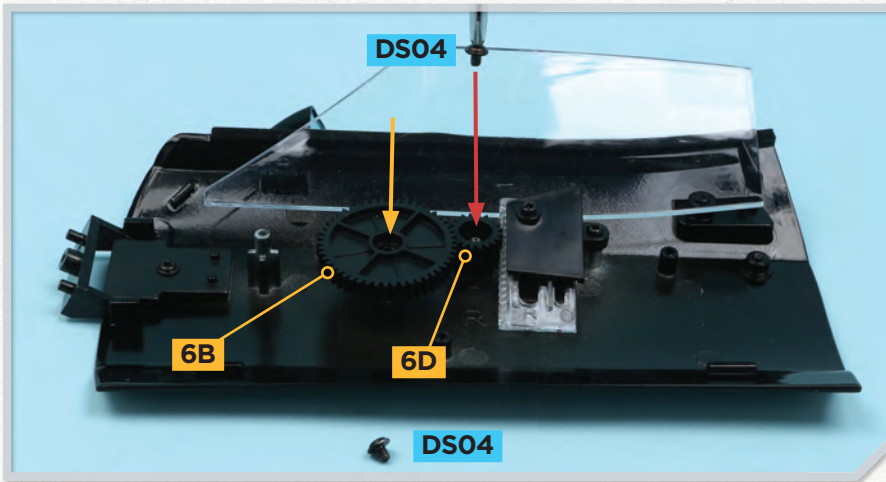
Fit the door hinge spring plate **6E** on top of part **6F** so that the pegs on the door fit into the holes in part **6G** and screw holes are aligned. Fix in place with a **DS04** flange screw (left inset).



STEP 8

Check that part **6F** can swing to and fro in a hinge motion, as indicated by the red arrow. There is a slight 'click' at each end of the movement. Adjust the tightness of the screw if necessary.

Stage 6: Right Door (2)



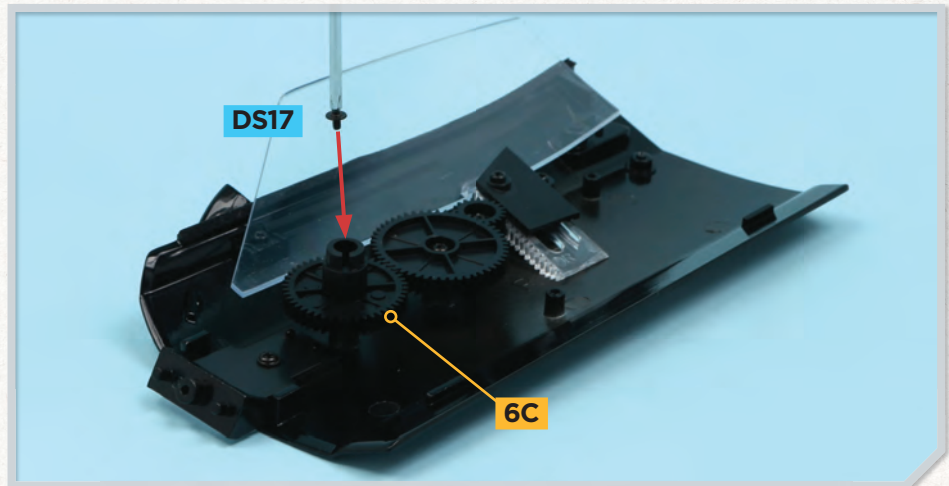
STEP 9

Fit the small cog **6D** over the raised screw socket on the door, next to the stem of the window, so that the teeth interlock. Fix in place with a **DS04** flange screw.

Fit the large cog **6B** on the adjacent raised screw socket, and fix in place with a **DS04** screw.

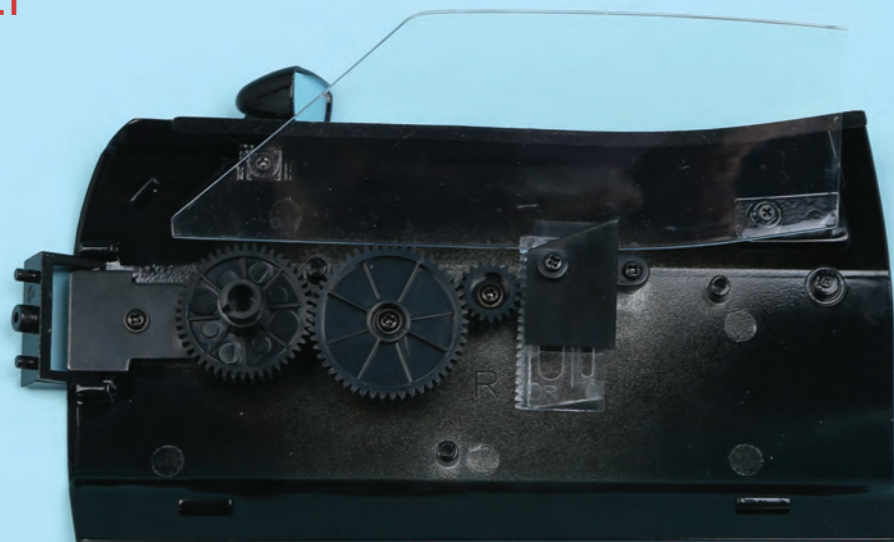
STEP 10

Fit the medium cog **6C** on the raised screw socket near the hinge and check that when you turn it the other cogs rotate. This will control the rise and fall of the window. Fix in place with a **DS17** flange head screw.



COMPLETED ASSEMBLY

The window and hinge have been fitted to the door, along with cogs that control the rise and fall of the window. Turn the medium-sized cog (near the hinge) to check that the window winding mechanism is working.





The European Falcon Mk1

AN OPPORTUNITY MISSED?

After developing a car that was considered to be a compact sedan in the USA, but was viewed as a large saloon in most other automotive markets worldwide, did Ford USA miss an opportunity for seriously marketing the first-generation Falcon in Europe?.



The name Ford Falcon was originally coined in 1935 by Edsel Ford as the proposed moniker for a prototype luxury car that he was then developing. That prototype eventually became the first Mercury, part of Ford's plan to compete with General Motors by presenting an automotive class hierarchy that mirrored the class-ridden social structure of mid-century America. This strategy produced improved profits by

charging a premium price for a premium feeling and looking, product that, under the skin, shared many of its more prosaic components with higher volume models that carried the Ford blue oval or, in GM's case, Chevrolet's famous bow tie.

When the name finally appeared in public on Ford's 'new for the 1960 model year' monocoque (or unibody in the USA) construction compact saloon, it was seen as a vibrant new name for a new class of car.

Above: The Falcon XK at a test track for its public launch in 1960.

The 1960 Falcon was a departure from the glorious separate-chassis, be-finned giants that had defined the jukebox era. As the new decade dawned, Americans were beginning to grow tired of that breed of vehicle. Yearly restyles meant their cars routinely looked out of date eighteen months after they had been purchased, and thus had to be replaced if the company was going

The European Falcon Mk1.

to keep up with the competition. That new replacement car was usually larger and heavier, making it less economical and more difficult to park; so what, exactly were people paying for?

American consumers, especially younger ones, began to wonder, and as a consequence started to

The Falcon was a breath of fresh air for the American consumer.

look at more economical alternatives, usually imported machines from VW or even nascent Japanese marques such as Toyota. More women were learning to drive too, and as the post-war boom ensured most people's standard of living constantly improved, families decided they needed two cars. Market research clearly showed that the new female drivers preferred their cars to be smaller, a fact that led Ford to develop the compact – but utterly conventional – front-engined, rear-wheel drive Falcon. It had strong, well-engineered components that would remain in production beneath various cars until 1980 and, perhaps most importantly, would go on to underpin the 1964 Mustang.

The Falcon was introduced to the press on 21 September 1959, and immediately sold quickly. In its first year on the market, 1960, Ford sold 435,676 units and surpassed this mark in 1961 by selling 474,191 Falcons of all types. It had been overseen by Ford executive Robert McNamara, who later achieved

Right: Falcons under construction and receiving a paint finish on Ford's production line at the Broadmeadows factory in Victoria, Australia.

fame serving as the United States' eighth Secretary of Defense from 1961-1968 and advocating the use of a blockade during the Cuban missile crisis. His judgement about what the car market needed proved to be sound.

MERITS OF THE FALCON

The Falcon was a breath of fresh air for the American consumer and was simple yet attractive. It was three feet shorter than Ford's full-size cars, but offered an interior big enough for six 6-foot-tall occupants to sit comfortably. By the standards of the time it was economical and soon proved to be reliable and well-made. At \$1,974 for a 4-door sedan and \$2,287 for a 4-door station wagon it was keenly priced but, crucially, it wasn't sold as a budget choice. Nash had been selling the Rambler as a budget car for some years and this label made some in American society look down on both the car and the people who drove them. Ford avoided that public relations error.

The new Falcon was a hit in many world markets, from South America to Australia, but it never sold in large numbers in Europe. Having been inspired by European cars, it would have made sense to market it in Europe, but it was never

a priority for Ford Europe. This was partly because the factory facilities in the US and Australia struggled to build enough to keep up with local demand, and partly because of the way the Ford Motor Company was structured. In the early 1960s, Ford Europe (based in Germany) and Ford UK were almost entirely separate entities sharing hardly any technology, staff or components. Neither shared much with the mother ship in Detroit, whereas in other markets Ford's activities were very much overseen from, and based around the products of, Ford's home operation in the USA.

FALCON IN THE UK

The original Falcon was imported into the UK by Lincoln Cars Limited, based in an impressive building on the Great West Road in Brentford. The division handled the import to the UK of all US and Australian-built Ford vehicles. They had high hopes for the Falcon, which in 1960 looked considerably more modern than the equivalent UK-made Mk2 Zephyr. The Mk2 looked taller, but at 180.5 inches long and 70.1 inches wide, the Falcon was half an inch longer and just over an inch wider.

The industry-defining *The Autocar* magazine (it changed its name to *Autocar* at the start





Left: Exchange rates in the early 1960s gave the Jaguar Mk2 a head start in the vehicle market.

of 1962) conducted a detailed road test of both manual and automatic Falcons on 29 April 1960. The writer was enthusiastic: “considerable mileage behind the wheel is necessary for the real worth of the car to be appreciated. The Falcon is the sort of vehicle with which one may be disappointed at the outset and – after much wider experience and familiarity – come to like more and more.” However, the road test criticised what the writer felt was the car’s main flaw, its low-g geared steering: “Town manoeuvres, such as a right angle turn from a narrow street, require the driver’s arms to work like a windmill to pull the car around, but the self-centring action is strong and the steering will return to the central position of its own accord. At speed it is again noticed that considerable steering wheel movements may be made without any appreciable effect on the car’s direction.” This ‘loose’ steering was common on US vehicles in this era and was always, understandably, disliked by British journalists.

The Autocar addressed the big issue of bringing the car into Europe at the very end of the article: “With the exception of the Rambler

American the Falcon is the cheapest U.S. compact car; although with import duty and purchase tax, its price over here is (with accessories) almost £2,000... With the exchange

rate of \$2.8 to the £, an increase of about 2.5 times the ex-works cost when the car is imported to England is indicated.” At the time the most luxurious of Ford’s UK range, the Mk2 Zodiac, which offered a similar sized 2.5-litre straight-six engine in a similar-sized body had an on-the-road price of £957. A 3.8-litre Mk2 Jaguar, which was faster and more prestigious than the Falcon, could be purchased for £1,779. With competition of that order in the market, you had to really want to be that person in Europe driving America’s biggest-selling compact car and, sadly for Lincoln Cars Limited, very few did.

The Falcon Turns to Mercury

The 1939 Mercury 8 (below), was the debut car for Ford’s new upper-mid price Mercury marque, selling for \$916. It had a 95-horsepower V-8 engine and at one point was going to be called the Ford Falcon. More than 65,000 were built in the first year. Two years later, production was halted when America entered World War II, but it resumed in 1945. Henry Ford’s son, Edsel, chose the name Mercury – the winged messenger of the Roman gods. Mercury, the god of commerce in Roman mythology, symbolises dependability, speed, skill and eloquence. His vision for Mercury included improved power, handling, stopping distance and styling.



Quantum of Solace (2008)

James Bond travels the globe to avenge the death of his girlfriend and at every location there's a new Ford product waiting for him...



Quantum of Solace saw Daniel Craig returning as James Bond in this 22nd title of the franchise. Two years earlier *Casino Royale* (2006) had received the best reviews of any Bond film, so this outing had a lot to live up to. It was decided to make *Quantum* a sequel following straight on from the ending of *Casino Royale*, with Bond out for revenge following the death of his girlfriend Vesper Lynd (Eva Green).

Although filmed at Bond's official home, Pinewood studios, *Quantum of Solace* required six months of location work in Panama, Mexico, Chile, Italy and Austria. Made during a writer's strike and cut together in a hurry, the film moves at a fast pace. Too fast in some cases as the editing in several scenes has shots whipping

from one to the next so rapidly it is not always clear exactly what's happening. That's evident in fight scenes, and particularly during the opening car chase.

ASTON MARTINS IN ACTION

The action starts immediately on the roads around Lake Garda in Northern Italy. Bond's silver Aston Martin DBS V12 is pursued by henchmen in a trio of black Alfa Romeo 159s (Ford GTs had been the original choice), although editing to make the sequence shorter made it appear there were only two. Stunt co-ordinator Gary Powell found the most difficult aspect of the four weeks of stuntwork was the locations, "Racing cars through an Italian quarry on roads made of marble." Filming ended with two stuntmen

Above: Driving Aston Martins on a track through a marble quarry proved a tough ask for the stuntmen.

injured after a remotely-controlled Alfa hit their car leaving it hanging over a cliff. Another stuntman escaped through a broken side window after accidentally putting one of the £135,000 DBSs into a lake. That car later sold to a fan for £200,000. Six 'hero' Astons were used for close up work and promotion, while four more were used as stunt cars.

FORD ROLES

This was the last of the three Bond films Ford had agreed to provide cars for, although they had sold over 90 percent of their interest in Aston Martin the previous year. In addition to the cars in the opening

Bond Extras

As with *Casino Royale*, *Quantum of Solace* showcased a modern Bond. He was fallible, was injured in fights and the traditional gadgets such as laser watches or rocket-firing cars were largely absent. Any technology was generally available in 2008 – such as mobile phone cameras and computers. However, the Aston Martin DBS has bullet resistant glass and a reinforced chassis. There is a concealed weapon compartment under the passenger side dashboard and a medical kit with defibrillator – not the usual factory optional extras.

chase, there are numerous Range Rovers on hand, as well as Land Rovers for stunts and a few Volvos. All were acquired marques in Ford's Premier Automotive Group.

The Ford badge is prominent when Bond is collected outside a Haiti hotel – in reality it was filmed in Panama – by Camille Montes (Olga Kurylenko), who mistakes him for her contact. They are chased through traffic by guys on motorbikes and escape into an alleyway in her bright gold 2008 Ford KA Mk2. The Mk2 was

Below: A pre-production Ka gave Ford a product placement opportunity.

launched at the Paris motor show in September 2009. At the time, Ford Europe's Chief Operating Officer, Stephen Odell said, "The new Ka is the perfect match for the character of Camille – adventurous, individual and thoroughly modern. We are delighted that the launch of the film coincides with the launch of such a significant new model for Ford of Europe."

Far less obvious is a 1975 Ford Granada, quite literally blink and you'll miss it driving past. Bond takes the opportunity to steal a dark red 1989 or 1990 Ford Bronco from a boatyard following a boat chase. He drives away making a

phone call, but that's the extent of its screentime.

The main villain, Dominic Greene (Mathieu Amalric) is chauffeured to the Haiti airport in two black Ford Edges. Bond also later uses one of the cars to dump Greene in the desert near the end of the film. Despite the Edge having badges suggesting it is powered by hydrogen it's thought they were hybrid models.

A black 2008 Ford Taurus sedan is briefly used by the CIA after Bond escapes their ambush in a bar. This was a car shipped to Panama purely for this short scene – another pre-production vehicle. A 2007 Ford Expedition is also briefly seen as the CIA snipers mass outside the bar. Like every other new Ford in the film it's black – Ford presumably wanted their bad guy's vehicles to be less obviously identifiable.



Film Facts

Title: Quantum of Solace

Release date: October 2008

Running time: 106 Minutes

Director: Marc Foster

Producers: Michael G. Wilson, Barbara Broccoli

Production companies:

Metro-Goldwyn-Mayer, Columbia Pictures, Eon Production

Writers: Paul Haggis, Neal Purvis, Robert Wade, based on *James Bond* by Ian Fleming

Cinematography: Roberto Schaefer

Editors: Natt Chesse, Richard Pearson

Music by: David Arnold

Cast

James Bond.....**Daniel Craig**

Camille.....**Olga Kurylenko**

Dominic Greene.....**Mathieu Amalric**

M.....**Judi Dench**

René Mathis.....**Giancarlo Giannini**

Strawberry Fields.....**Gemma Arterton**

Felix Leiter.....**Jeffrey Wright**

Greg Beam.....**David Harbour**

Language of Customisation: Style Guide

The complex world of hot rods and custom cars has a language all its own, often incomprehensible to an outsider. This guide to customisation begins with some quick definitions of customisation styles.



Most of the language used to describe custom cars originated in the USA, where customisation began back in the 1920s. The work may be as simple as adding speed stripes to the bodywork, but there are many more elaborate, and specific, styles of customisation.

Custom Car In basic terms any car modified chiefly to improve

its appearance or to disguise the origins of the original vehicle. Or otherwise customised for an improvement in performance.

Hot Rod Put in the simplest terms a hot rod is a pre-1948 car that has been modified mainly for performance gains. The name is thought to have arisen from an abbreviation of Hot Roadster. The term was one of respect

Above: A Lowrider goes through contortions to show off the hydraulics in the modified suspension.

from the young and derision from adults, who saw hot rods as being too fast and too dangerous.

Kustom A customised car, usually of the 1950s/early 1960s style. Perhaps the most famous car customiser of them all,

George Barris, began to spell custom with a k and it caught on.

Kemp A slang expression for a car, usually a coupé. A modified version was often a 'Kustom Kemp'.

Raked/California Rake The front end of the vehicle sits lower than the rear; the term is especially applicable to vehicles with a jacked up (raised) rear.

Taildragger A vehicle modified to have the rear end sitting lower than the front, particularly suits large convertibles and reminiscent of a motorboat under power.

Frankenstein A vehicle that has been so radically and completely changed that it's impossible to tell exactly what was done or which parts were incorporated.

Phantom If you find a car that was only ever available from the factory as, say, a four-door sedan and then customise it into a two-door coupé or a station wagon so convincingly that observers and even marque experts question if it is a factory produced car then congratulations, you've built a phantom.

Lowrider An entire culture that developed around, although is no longer exclusive to, Chicanos, Americans of Mexican descent. Often only able to afford the cheapest old Fords and Chevrolets, the Chicanos embraced these undesirable four-door sedans and performed modifications such as removing the badges, adding incredible upholstery, lowering the suspension and polishing the original paint, even if some of that paint was grey primer.

Driven slowly to give everyone a chance to admire the cars they soon discovered that aircraft surplus yards (or unguarded delivery trucks with tail lifts) could provide hydraulic pumps to replace the suspension, allowing their cars to be raised and lowered. The culture was somewhat highjacked, and popularised, by many rap music artists but today the best lowriders are stunning works of art with hundreds of layers of polished paint, murals and chrome. And lowriding is still very much a family sport and social activity.

Funny Car A drag racing class for a full-length top fuel dragster with a lightweight hinged body. Sometimes nicknamed Floppers.

Below: A Chevrolet Nova Gasser rears up at a race meeting in Englishtown, New Jersey, in 2015.



The Language of Customisation: Style Guide



Left: A Rat Rod pickup demonstrates that it is an art car; Rat Rods often display many of the hot rod or custom build techniques but are finished in a deliberately sloppy style (although not necessarily badly constructed).

Gasser A car or van built in the style of a 1960s racecar competing in the Gas class of drag racing. Gassers usually have a raised front suspension, a large V8 engine and various changes are made to lighten the weight. They were popular in the 1960s and 1970s, when the rules favoured small, light, short wheelbase coupés from Ford, Fiat and Willys, although different classes were open to full-size cars, pickups and sedan deliveries.

Highboy A hot rod with the body mounted at standard height on a frame that shows the chassis sides.

Lowboy Traditionally a body-on-frame car where the body has been channelled down over the chassis frame to cover it.

Hi-Rider Drag racers often raised the front or rear of the car in an effort to get better weight transference and improved traction

from the basic tyres available at the time. The Hi-Rider was a street driven version with (usually) both ends of the car raised up that emulated the look. Note this was done almost entirely for looks, as opposed to the ground clearance required for off-road 4x4 vehicles.

Rail/Railjob Traditional dragster where the driver sits behind the engine. Also known as a 'digger' or 'slingshot'. Following drag racing legend Don Garlit's 1970 accident when a transmission explosion took off part of his right foot, the sport moved to building dragsters with the engine more safely positioned behind the driver.

Slingshot A dragster with the driver's seat located behind the rear axle. Safer than a railjob.

Rat Rod/Rat Look A term that has become misused and applied to almost any vehicle with surface rust or worn paint. The rat look came from rat bikes that bikers had loaded with their various belongings to take long trips and maintained them as cheaply and infrequently as possible. Rat Rods were influenced by the look as a counter reaction to high-priced shiny and chromed rods and customs that were rarely driven and more about appearance than enjoyment. Rat Rods are sometimes decorated with household junk to make a visual statement.



Left: A 1932 Ford Highboy displays its chassis, extending beyond the body.

Shoobox Originally a nickname for the 1949-51 Ford coupé but gradually applied to later 1950's Fords and Chevrolets with coupé or sedan style bodywork. Because of its dual Dagmar grille the 1951 Ford earned the nickname Twin Spinner.

Showboat A vehicle, usually a car, customised purely to win trophies and awards. When custom car shows in the 1960s began a system of points for every modification, taste and style were often minor considerations. Custom cars became static sculptures that could no longer be driven. Some only had an engine block with no internals and had to be rolled on and off trailers.

Trailer Queen Usually an uncomplimentary phrase for a vehicle that is never driven and is always trailered to shows. This may be because it's especially rare or in exceptional original condition and the owner wants to preserve it.

Sleeper An average looking car that in fact hides a powerful motor and impressive performance.

Slopper Australian nickname for the art deco sedans with a roof line

that stretched downward from the top of the windscreen to the rear bumper in one smooth curve.

Fuel Altered A short wheelbase dragster with a small body on top.

Cal Look

The California Look was mostly applied to Volkswagens, especially Beetles, which were extremely easy to lower and relatively cheap to buy parts for. Popularised in California in the 1970s, the style soon spread to the UK, Europe and beyond through the 1980s and 1990s.

Lowered, with the indicators and body seams smoothed off, the various customising trends of the 1960s, including nosing, decking and Frenching, and even chopping, were often applied. (These techniques will be explained in a future feature on the language of customisation.)

Cal Look cars were painted in bright colours or pastel shades and usually featured aftermarket wheels from more expensive cars – chromed Porsche Fuchs being the particular favourite. Unlike some trends, the Cal Look has never completely gone away.

Below: A pair of Beetles show off a touch of Cal Style: both have been lowered and given bright paint finishes. The vehicle on the left has had indicators and other bonnet details removed.



COMING IN ISSUE 7



• ASSEMBLY GUIDE

Continue assembling the right-hand door, fitting the inner panel, trim and door handle.

• HISTORY OF THE FORD FALCON

Volkswagen vehicles became major competitors for Ford in the USA, despite being a marque that had been developed by Adolf Hitler.

• CUSTOM MADE

Many of the techniques used to customise cars have specific terms, most of which originated in the USA.

• DESIGNS FOR A NEW ERA

The Ford Thunderbird first hit the market in the mid-1950s and continued in production for 60 years, making its mark as a personal luxury car.

NEW PARTS:

Inner door panel, trim, inner door handle and housing, plus screws.



Published weekly

UK: £10.99

AUS: \$21.99



9

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