

# THE ICONIC FORD FALCON XB GT

SCALE  
1:8



Front Left Wheel



Language of Customisation

Published weekly  
UK: £10.99 AUS: \$21.99



POST-APOCALYPTIC EDITION



# THE ICONIC FORD FALCON XB GT

ISSUE 12

## ASSEMBLY GUIDE

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We continue the assembly of the left front wheel, fitting the brake parts to the wheel rim.

## CUSTOM MADE

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The language of customisation has many terms that relate to the wheels, tyres, suspension and fenders.

## CARS ON SCREEN

10

*The Italian Job* starred three Mini Coopers, but many other heroic vehicles were wrecked in the making of this film!

## 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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Published by Hachette Partworks Ltd  
4th Floor, Jordan House, 47 Brunswick Place,  
London, N1 6EB  
[www.hachettepartworks.com](http://www.hachettepartworks.com)



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Distributed in the UK and Republic of Ireland by Marketforce.  
Printed in the United Kingdom  
ISSN 2976-5811

Complete in 130 issues.

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



# Stage 12: Front Left Wheel Brakes and Hub

We fit parts to the front right wheel, which was supplied with issue 2.



## List of parts:

- 12A** Front left wheel hub
- 12B** Disc brake caliper
- 12C** Inner protective plate
- 12D** Brake disc
- DS31** Two\* 1.8 x 4.0mm PB screws
- DS04** Two\* 2.3 x 3.0mm PWM screws

\* Including spare

PB = Pan head for plastic

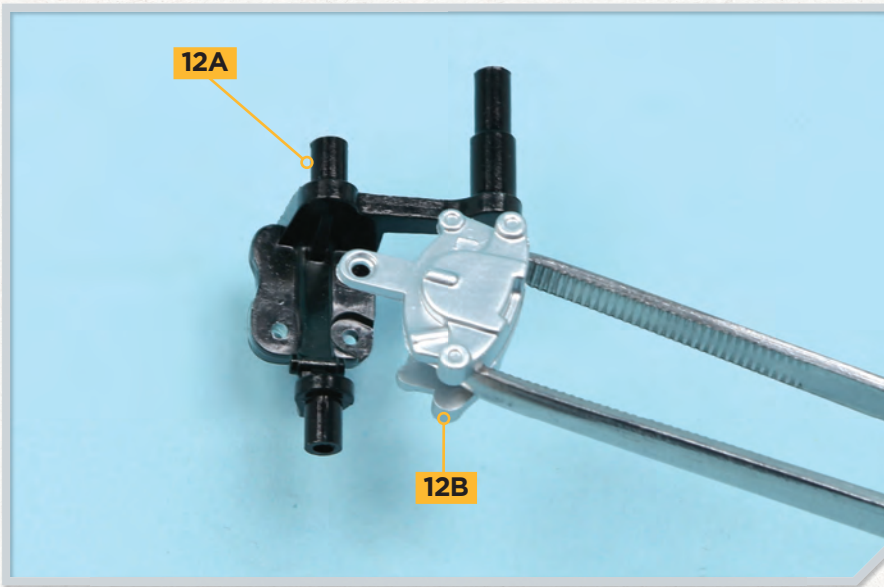
PWM = Pan head with washer/flange for metal

## Area of assembly





## Stage 12: Front Left Wheel Brakes and Hub

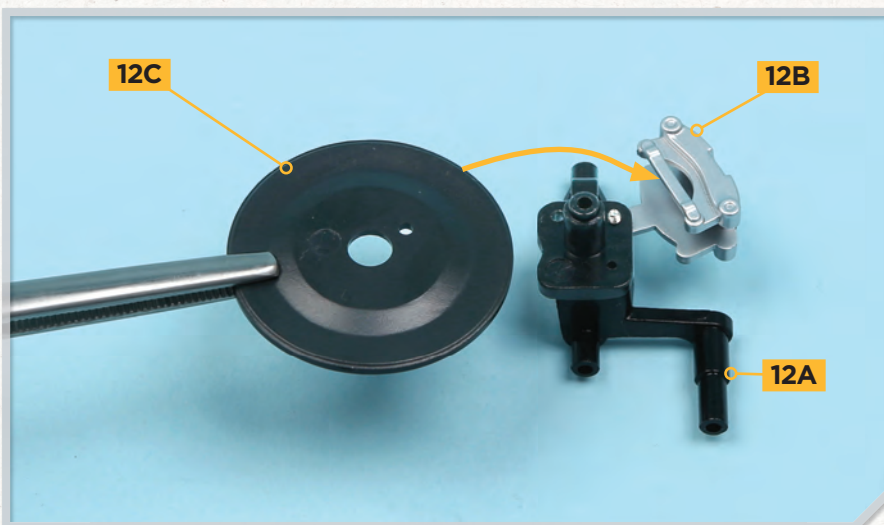
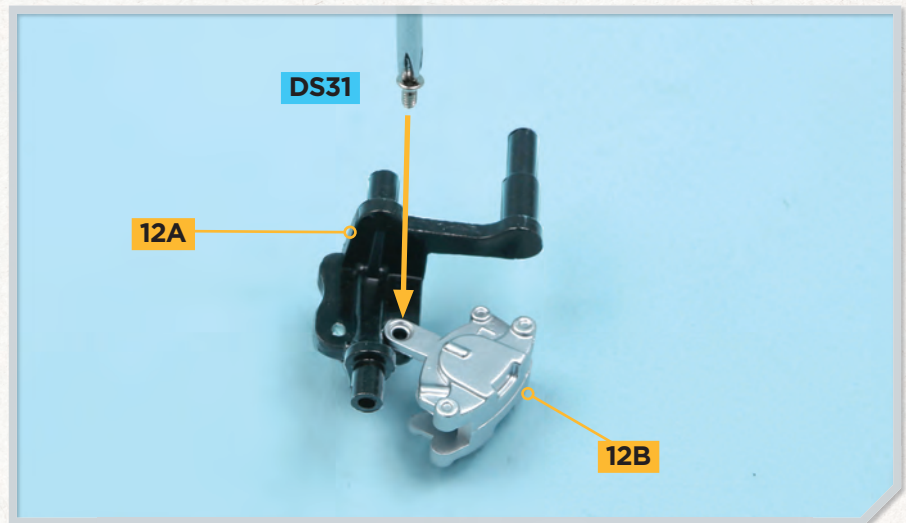


### STEP 1

Take the wheel hub **12A** and brake caliper **12B**. Check how the parts fit together: a tab on part **12B** fits into a recess in part **12A**.

### STEP 2

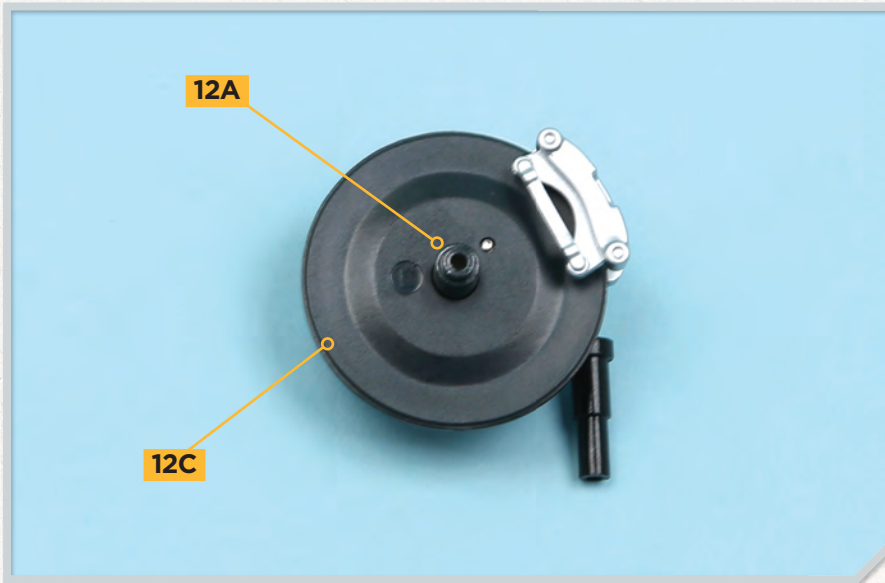
Fix part **12B** in place with a **DS31** screw. Make sure the screw is fully tightened so that part **12B** cannot move.



### STEP 3

Turn the hub and caliper assembly over. Take the protective plate **12C** and fit the rim under the bar on part **12B**. Note that in this view, the pegs on part **12C** are facing downwards. They fit into holes in part **12B** and the head of the screw fitted in step 2 fits into the small hole in part **12A**.



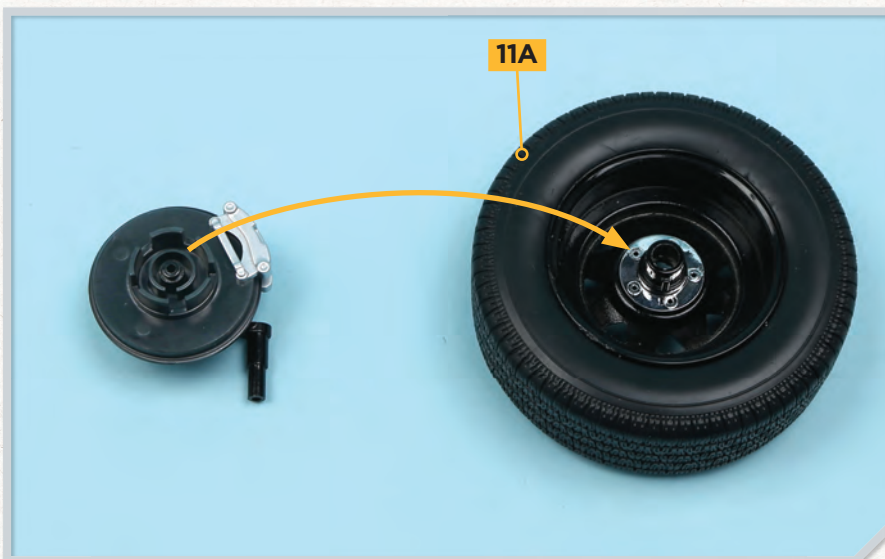
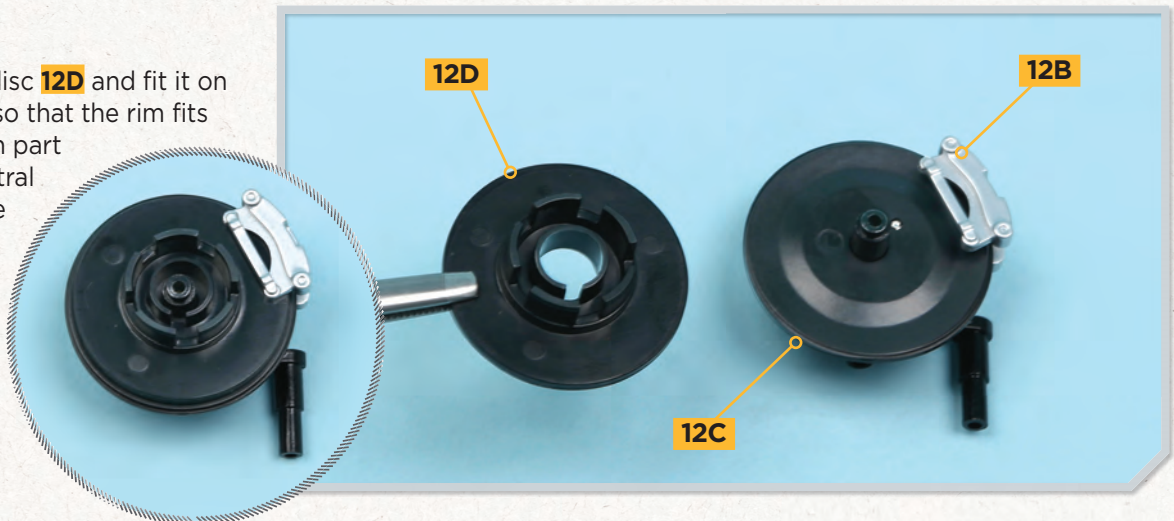


## STEP 4

The centre of the plate **12C** fits over the central hub of part **12A**.

## STEP 5

Take the brake disc **12D** and fit it on top of part **12C** so that the rim fits under the bar on part **12B** and the central hole fits over the hub on part **12A**. Note the position of the notch in the raised rim at the centre of part **12D**.



## STEP 6

Take the wheel assembly from issue 11. Check how the assembly from step 5 fits into the centre of the wheel. The notch in part **12D** fits over a tab in the centre of the wheel assembly.



## Stage 12: Front Left Wheel Brakes and Hub



### STEP 7

Fix the wheel to the hub using a **DS04** flange screw.



### STEP 8

Take the hub cap **11C** supplied with issue 11 and fit on top of the peg, covering the screw head. this is a magnetic connection.

### COMPLETED ASSEMBLY

The disc brake has been fitted to the wheel hub, and the wheel has been fixed on to the hub.





# Language of Customisation: Down to Details

Wheels, suspension and fenders all have their place in making a car a vehicle to be desired! Customisation experts have their favourite tricks.



## WHEELS AND TYRES

**Rims** Another term for wheels, as in 'mag rims.'

**Mag (wheel)** A wheel made from magnesium, popular because of its light weight and appearance either when left dull or highly polished. Also extremely flammable so most wheels today are made from steel or aluminium alloys.

**D's** Slang for wheels, particularly the Dayton spoked wheels favoured by lowriders. The Dayton Wire Wheel company was established in 1916 in Dayton, Ohio initially producing bicycle wheels but soon expanding

into cars and aircraft. Supposedly they provided the wheels for the Wright Bros plane.

**ET-III wheel** Popular style of racing wheel from E-T Wheels and E-T Mags, the first company to produce one-piece aluminium alloy wheels.

**Knock-Offs** Method of securing a wheel with just a centre bar that is threaded into position then tightened with a wooden mallet. Favoured on race cars, saving time by not having to fasten separate wheel nuts.

**Dished / Reversed** Removing the centre face of a wheel and

A Ford Thunderbird shows off its Continental kit - the spare wheel packed at the back of the car.

remounting it to increase the wheel track (the distance between the wheels on an axle) to improve handling and looks. Sometimes achievable by simply mounting the wheel inside out.

**Reverses (wheels)** Mounting the wheel (and tyre) inside out on the vehicle increases the width and can improve the handling.

**Continental Kit** A spare tyre carried on or just in front of the rear bumper.



## Language of Customisation: Down to Details



A Model-A Ford shows off a full set of whitewalled tyres.

Adding length but increasing luggage space, Continental kits were available as options on most 1950s American cars.

**Flipper** (Hollywood Flipper) Also known as spinner hubcaps, these are smooth, mirrored wheelcovers with a bar across the centre that reflect light when the wheels are turning.

**Slicks** Racing tyres with no tread.

**Cheater Slick** A racing tyre with just one or two grooves cut into it. Slick tyres with no treads are generally illegal for street – they may be great on a warm, dry surface but they offer no traction or control in the wet. The

grooves gave tyres the absolute minimum of tread required to ‘cheat’ the laws against their usage.

**Piecrust Slick** A type of racing slick popular in the 1960s. The distinctive ribbed edges of the tyre resembled pieces of pie and, since these were recapped tyres made from old, worn and narrower car or truck tyres, were necessary to support the new wider, overhanging rubber tread.

**Whitewall / Whiteline Tyres** Black tyres with a section of white on the side; it may be a section of uncoloured rubber or painted on in a thin line or thick band of white. In the early days of motoring all rubber

tyres were white and fortified with zinc oxide – which was also white. Later tyres were strengthened with carbon black but, being expensive, usually only the outer areas that made contact with the road were coated. Black tyres were originally an expensive luxury, but as carbon costs came down the situation was reversed.

**Redline Tyres** A trend in the 1960s where tyres had a thin line painted around the outer face for decoration. Originally white, a red line was popular on performance cars and even gold was sometimes used. Some tyres even had two. Hot Wheels put red lines on the tyres of their diecast models until 1977 and some of these ‘Redline’ models are now among the most valuable and collectible model cars ever made.

**Radiused / Rolled Arches** Enlarging or reshaping a wheel arch to allow larger or wide tyres to be fitted. Often done by rolling a baseball bat around the wheel to push the edges of the metal outwards.

**Tubbed** Enlarging the rear wheelwells – usually by extended them inwards – to allow the fitting of wider wheels and tyres.

## SUSPENSION

**Hydraulic Suspension** One of the biggest innovations ever made in the world of customs. Laws prevent cars from being too low to the ground and the police would issue fines if a car was too low. So in 1958 Ron Aguirre modified the front axle on his

A Ford Roadster from the 1930s shows off its fat fenders.







X-Sonic Corvette that allowed the front to be raised up on air via a hand pump and then lowered at the touch of a button.

**IFS / IRS** Independent front/rear suspension is a system that allows one wheel to travel up or down separately to the one on the opposite end of that axle. It vastly improved handling and ride quality.

**Laying Frame** Extensive (usually hydraulic) modifications to suspension and other components that allow a vehicle to be lowered so much the chassis touches the ground - especially impressive when parked.

**Traction Bar** Long metal bar attached to a rear suspension to hold the axle in place under acceleration. It puts more power to the wheels, increasing traction and helping prevent twisting and damage to suspension components.

## FENDERS AND BUMPERS

**Fat Fendered** Cars generally made after 1934, when slimmer old style fenders gave way to rounded, heavier and larger ones.

**Fenderless** Hot rods are all about performance and one easy way of

A 1940s BMW roadster with the sleek profile that inspired the fadeaway style.

lightening an old car is removing the heavy fenders and running boards.

**Fender Skirt** A removable metal panel fitted over the rear wheel well, making the car look longer and lower, but still allowing access to the wheel and tyre.

**Cycle Fenders** California law stated any car weighing over 1500lb (680kg) needed fenders or mudguards around the wheels. The bare minimum that would please the police was to add fenders from a motorbike.

**Dagmars** Conical shaped bumper guards mounted either side of the grille on a number of 1950s American cars. Often added to kustoms, they were first fitted to Cadillacs and got their nickname for their resemblance

**Going low: if your Cadillac is as low slung as this, it's smart to add a fender skirt to the rear wheels.**

to a certain part (or parts) of an American actress of the same name.

**Fadeaway** Reworking the styling of a 1940s-era car so the front fender swage continues into the doors - and even through to the rear fenders - in one continuous, smooth line.

**Nerf Bar** Removing the large and heavy bumpers makes it prone to damage. Fitting small nerf bars - often made from thin chrome piping - adds an element of protection. The name came from racing where bumping - or nerfing - the car in front meant to knock it off the racing line so you could pass.





# The Italian Job (1969)

Freshly released from prison, Charlie Croker (Michael Caine) already has another crime planned. His gang will travel to Italy, steal four million in gold bullion and spirit it away across the Alps. Unfortunately the mafia is already aware of his scheme...



**T**he most quintessentially British crime caper ever, *The Italian Job* just gets better with age.

We're all aware that heavy gold wouldn't fit into three Minis, everyone knows the cliffhanger ending and yet this familiar classic still entertains.

The opening shocked audiences as a stunning Lamborghini Miura smashes into a Caterpillar bulldozer and the smoking remains are dumped over a cliff. The hero Miura was a brand new 1968 P400, borrowed straight from Lamborghini's production line before being delivered to its unsuspecting new owner (the mileometer having been disconnected to hide the extra 2500km filming had added) and matched to an already wrecked Miura also supplied by Lamborghini. That engineless wreck was stolen and never recovered. Today the hero Miura remains in mint condition.

Charlie's 1962 Aston Martin DB4 Convertible, as with the four Jaguar E-Types also required, was bought from a used car dealer. The Aston cost about £1300 and has since been restored. The Jaguars were bought for between £600-800 each. Two still exist, the most famous being the red roadster CRY 848 - the 12th RHD roadster built. A £700 1963 DB4 stunt car was packed with explosives but unfortunately they were set off too

**The stars of the film have been lost for ever, but these three were re-created and used to promote an exhibition at the Museum of London in 2010.**

early - before it was pushed over the cliff - so a hastily constructed Lancia Flaminia-based replica is what actually went over.

We also know the fate of the six-wheel 1964 Bedford VAL coach. Bought by Paramount Films from a London-based coach firm it was later returned to the UK and, with

## Looking for Laughs

**T**he film is full of in-jokes, one being Charlie asking his mechanic if the Minis are fitted with quartz iodine headlights - a dig at the result of the 1966 Monte Carlo Rally where French officials disqualified the winning Minis for a supposed headlight bulb infraction. In the same scene, another mechanic is seen at work supposedly repairing a rear-mounted differential on the front-wheel-drive Mini...



the rear doors now welded up, once more became a passenger vehicle before conversion into a racing car transporter. It was scrapped in Scotland in 1990.

The real stars of the film were those red, white and blue Minis. There were two of each colour borrowed from BMC; four Austin and two Morris, all 1275cc Cooper 'S' models. Once repainted, these six hero cars received Cibie Oscar spotlights, Minilite wheels (around 100 wheels were donated by manufacturer Tech Del) with Dunlop studded radials, leather belts on the bonnet, Minilite sump guards and rollcages. The interiors were completely stripped of all trim. After filming these very tired Minis were returned to BMC and no further trace has ever been found of them. Three accurate replicas have since been built using the original registration numbers. A handful of used Mini 850s were purchased for the 'series of accidents' filmed at Crystal Palace

**In a film packed with stunts and comic details, the three Minis fly through the washing on the Italian rooftops.**

racetrack. It's understood another 12 used examples were bought cheaply in Italy, dressed to look like the hero Coopers, then shoved by air cannon out of the coach. Much of the credit for the film's success must go to Remy Julienne, his stunt team put the Minis up and down stairs, through sewer pipes, across a 24-metre jump between buildings and into the back of the coach at 75mph. Julienne devised and flawlessly performed virtually all the stunts for the film.

### ALTERNATIVE ENDINGS

Finally there's that cliffhanger ending with the coach dangling over a 2000ft drop, devised mainly because the entire budget was now spent. Perhaps Charlie's idea was to run the engine until the fuel tank was empty, equalising the weight, so one of the team could retrieve the Ford Thames minibus and pull the coach to safety?

The original script called for the gold to be deposited in a Geneva bank and the account number handed to an associate of Charlie, who is then shot and dies before he can pass on the entire number.

## Film Facts

**Title:** *The Italian Job*  
**Release date:** June 1969  
**Running time:** 99 minutes  
**Director:** Peter Collinson  
**Producer:** Michael Deely  
**Production company:** Oakhurst Productions

**Music:** Quincy Jones

### Cast

Charlie Croker.....**Michael Caine**  
 Mr Bridger.....**Jeff Danierls**  
 Professor Simon Peach...**Benny Hill**  
 Altabani..... **Raf Vallone**  
 Camp Freddie.....**Tony Beckley**  
 Roger Beckerman...**Rossano Brazzi**  
 Miss Peach.....**Irene Handl**  
 Prison Governor...**John Le Mesurier**

One alternative had the bank itself being owned by the mafia, another has Charlie burn the receipt in front of the mafia meaning no one got the gold. Had a sequel been made one of these ideas would likely have been used. There was even a thought that instead the bus would plunge over the edge killing everyone - after all, the Minis had been main characters and they'd all been destroyed. ■





# COMING IN ISSUE 13



## • ASSEMBLY GUIDE

We start work on the first seat, fitting padding, a cover and a lever.

## • HISTORY OF THE FORD FALCON

The growing success of the VW Beetle spurred US manufacturers to develop their range of compact cars, including the Falcon.

## • DESIGNS FOR A NEW ERA

There was nothing flashy about Buick's 1963 Riviera, it was an elegant, stylish masterpiece.

## NEW PARTS

Right seat base frame, base cover, base foam, seat adjustment lever end piece, seat adjustment lever and screws.



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