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44

THE ICONIC FORD FALCON XB GT

SCALE 1:8

Fuel Tank

The Beauty of the MGA

Published weekly
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POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 44

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

Ford Official Licensed Product

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MANAGING DIRECTOR – Isabelle Couderc
EDITORIAL DIRECTOR – Helen Nally
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t=top, c=centre, b=bottom, l=left, r=right, u=upper

Stage 44: Fuel Tank

The part supplied with this issue is fitted under the spare wheel housing to create a fuel tank.

List of parts:

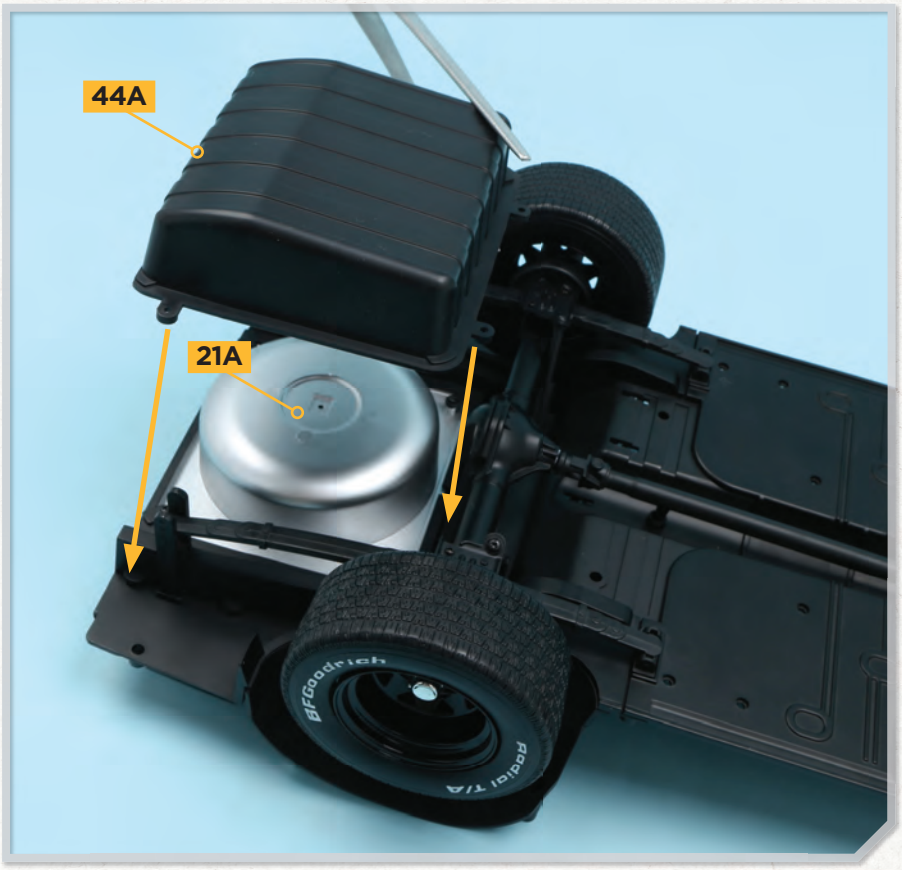
44A Fuel tank

DS02 Five* 2.3 x 4mm PM screws

*Including spare
PB = Pan head for metal

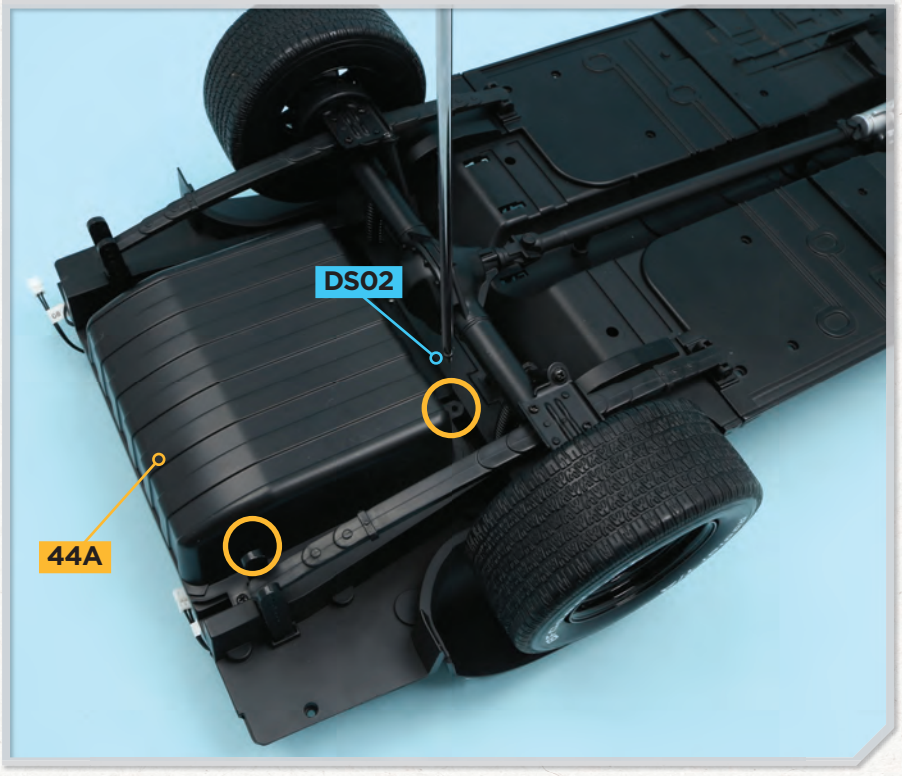
Area of assembly

Stage 44: Fuel Tank



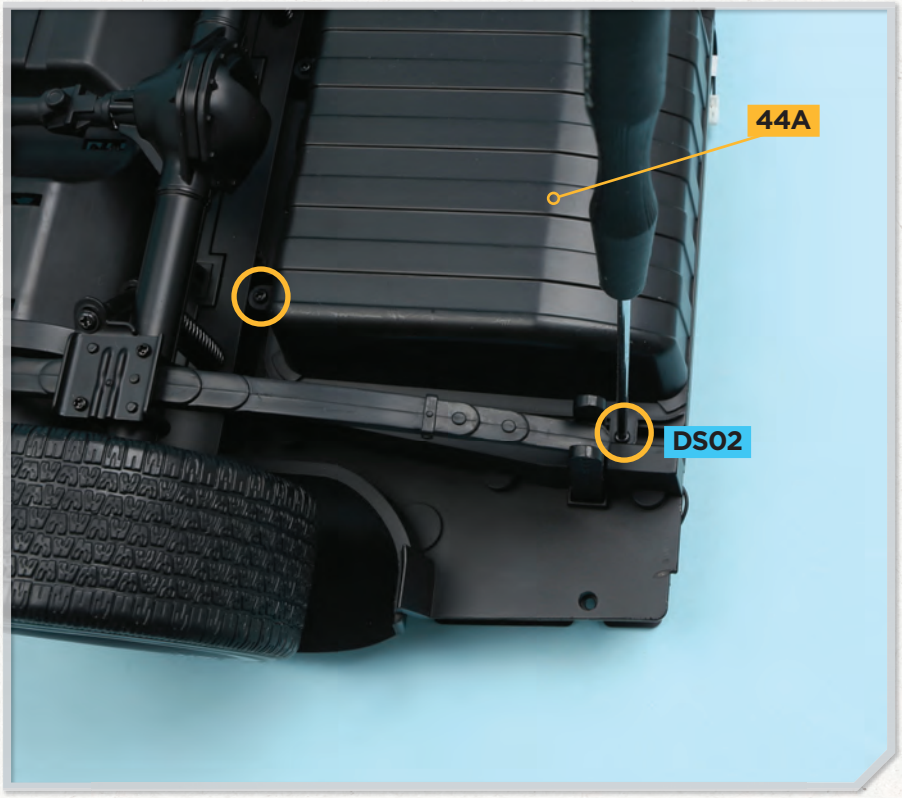
STEP 1

Take the chassis assembly from the previous issue and the fuel tank **44A**. Position the chassis so that you can access the rear end of the underside. Position the fuel tank beneath the spare wheel housing **21A**. Note the orientation of part **44A**, which is positioned so that the screw holes in the four tabs align with sockets around the spare wheel housing.



STEP 2

Fix the left-hand side of the tank **44A** to the chassis using two **DS02** screws (circled).



STEP 3

Fix the other side of the fuel tank **44A** in place with two more **DS02** screws.

COMPLETED ASSEMBLY

The fuel tank has been fitted to the chassis.

MGA: A Beautiful New Beginning

The MGA represented a whole new beginning for MG. The 1950s design was an object of timeless elegance and beauty, and was so new that the company started at the beginning of the alphabet again!

The MGA's story starts with EX172, a special body shell built in 1950 at Abingdon. It was made to fit an MG TD chassis for one of MG's favourite customers, George Phillips. Phillips had raced a special-bodied MG TC at Le Mans in the late 1940s, and was also a photographer for *Autosport* magazine. The MG TD new body was designed by MG's Chief Engineer, Syd Enever, and while it wasn't to be the MGA's final shape, it certainly showed a new way of thinking.

The TD's chassis was too narrow for the driver to sit between the rails, meaning he sat very high in the much lower shape. Enever's team designed a stronger, wider chassis on which they fitted a body that was effectively a refined version of the EX172. This machine, EX175, was presented to BMC's bosses in the autumn of 1952 as the TD's replacement, but it was rejected because it was felt that it would steal sales from the Austin-Healey. This was also powered by the TD's XPAG engine, but had no future in BMC's plans. After BMC's rejection, MG quickly created the stopgap TF. However, Leonard Lord, BMC's boss, changed his mind about the new design once he understood just how strong the MG brand was in the USA – the company's general manager, John Thornley, had "pestered him to death" about the new proposal. The EX175 prototype was revisited, although it was updated to be powered by BMC's new corporate 1.5-litre B-Series OHV engine, gearbox and back axle, which had already been seen in the MG Magnette Z-Type saloon.

Above: With the opening of the Preston Bypass, the UK's first motorway, in 1958, the police needed faster cars. The Lancashire constabulary opted for MGAs with two spot lamps; one on the front wing with a blue lens and one on the rear wing with a red lens. The white body made the cars highly visible on the roads.

The initial plan was to launch the MGA in the spring of 1955, and MG entered a team of three cars for that year's Le Mans 24-hour race as part of the publicity. Sadly, this was put back to the autumn because Pressed Steel's revolutionary new plastic die body stamping, which promised to be far cheaper for lower volume products, broke up after just a few stampings had been made. At the last minute, new steel dies had to be produced. The three Le Mans cars were handmade with

The coupé was added to the MGA line-up in 1956.

lightweight aluminium bodies and entered as prototype EX182. They acquitted themselves well in a race overshadowed by the tragic crash of Pierre Levegh's Mercedes, which ploughed into the crowd, causing the deaths of 83 spectators.

PUBLIC ACCLAIM

When the MGA was finally announced in late 1955, it caused a sensation and was an immediate hit, quickly becoming the best selling sports car in the world. The number of MGAs built during 1956 exceeded the total four-year output of TC Midgets. The MGA's sporting record helped boost sales. Nancy Mitchell won the Ladies European Touring Championship in 1956 and 1957, and took the magnificent Coupe des Dames win in the Liège-Rome-Liège rally of 1957 in an MGA. There were other wins for MG, most notably by a factory-supported MGA Twin-Cam Coupé officially entered in the 1960 Le Mans 24-hour race by the MG Car Club's Northwest Section. The volunteer team, led by MG garage owner and former MG works driver Ted Lund, won the 2-litre class, beating the Porsches.

MGs gathered for the MG Owners' Club 50th Anniversary event that was held in Cambridge in 2023.

Birth of MG

William Morris was born in 1877 and in his youth was an enthusiastic, dedicated, and successful racing cyclist. His love of competition informed his business exploits and his company progressed from bicycle servicing to car manufacture. William's first car, the Morris Oxford, appeared in 1913 and was and instant success.

In 1921 Morris appointed 33-year-old Cecil Kimber as the Sales Manager of Morris Garages. Kimber became the General Manager the following year. He had an eye for style and in late 1923, with Morris' blessing, he began to design stylish and more sporty lightweight bodies for Morris' chassis. His design philosophy was that "A sports car should look fast even when it is standing still". Kimber's early designs were initially described as the Morris Garages Super Sport. The name was soon shortened to MG, the initials enclosed within an octagon quickly becoming an iconic marque.

The original 1500cc MGA was developed into a 1588cc MGA 1600, then the 1622cc Mk2. By the time production of the car ceased in 1962, 101,470 had been made. Today, the MGA is considered to be one of the most beautiful sports cars of all time and has a huge and enthusiastic following. ■

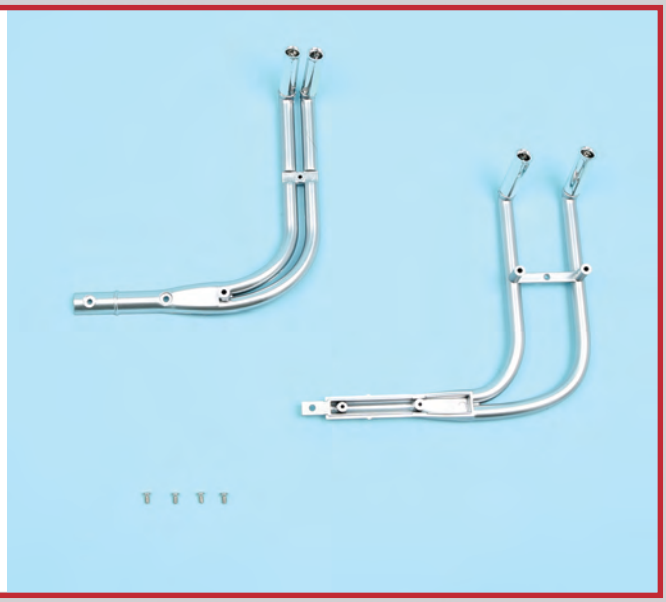
COMING IN ISSUE 45

- **ASSEMBLY GUIDE**
  The inner and outer sections of the exhaust system for the right-hand side of the model are fixed together.

- **HISTORY OF THE FORD FALCON**
  The XP saw the Australian Falcon finally come of age, as Ford started to win fleet sales back from its arch-rival Holden with the aid of a bold but risky advertising campaign.

NEW PARTS

Inner exhaust pipes (right-hand side), outer exhaust pipes (right-hand side) and screws.



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