

THE ICONIC FORD FALCON XB GT

SCALE
1:8



Radiator Back



Fin of Wonder

Published weekly
UK: £10.99 AUS: \$21.99



POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 87

ASSEMBLY GUIDE

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DESIGNS FOR A NEW ERA

6

BMC's relationship with Italian master stylist Sergio Pinin Farina began after a chance remark by the late Duke of Edinburgh, and the result was a range of stylish, dependable cars that became UK street furniture in the 1960s.

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



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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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All parts belong to a kit. Collectors' item for adults. Not suitable for children under 14. Some parts may have sharp edges, please handle them with care.

The installation of electronic parts must always be carried out by an adult. When replacing batteries, use the same type of batteries. Please ensure that the battery compartment is securely fastened before you use the model again. Used batteries should be recycled. Please make sure to check with your local council how batteries should be disposed of in your area. Batteries can present a choking danger to small children and may cause serious harm if ingested. Do not leave them lying around and keep any spare batteries locked away at all times.

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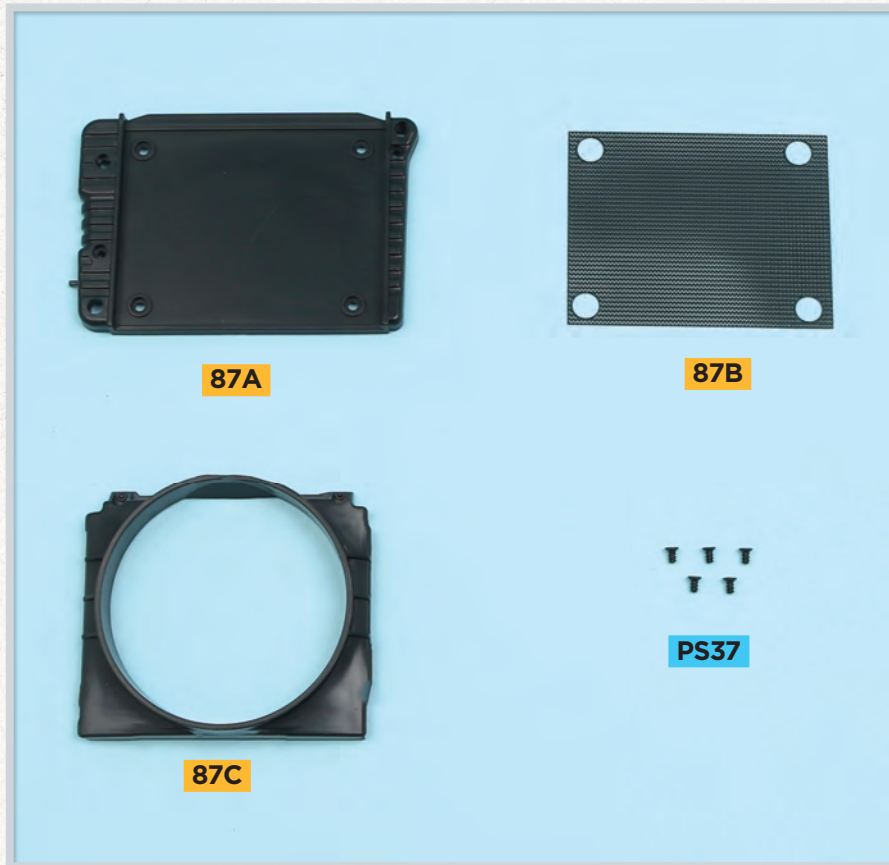
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t=top, c=centre, b=bottom, l=left, r=right, u=upper



Stage 87: Radiator Back

The radiator grille and fan housing are fixed to the back of the radiator.



List of parts:

- 87A** Back of radiator
- 87B** Radiator grille (back)
- 87B** Fan housing
- PS37** Five* 2.3 x 4mm PB screws

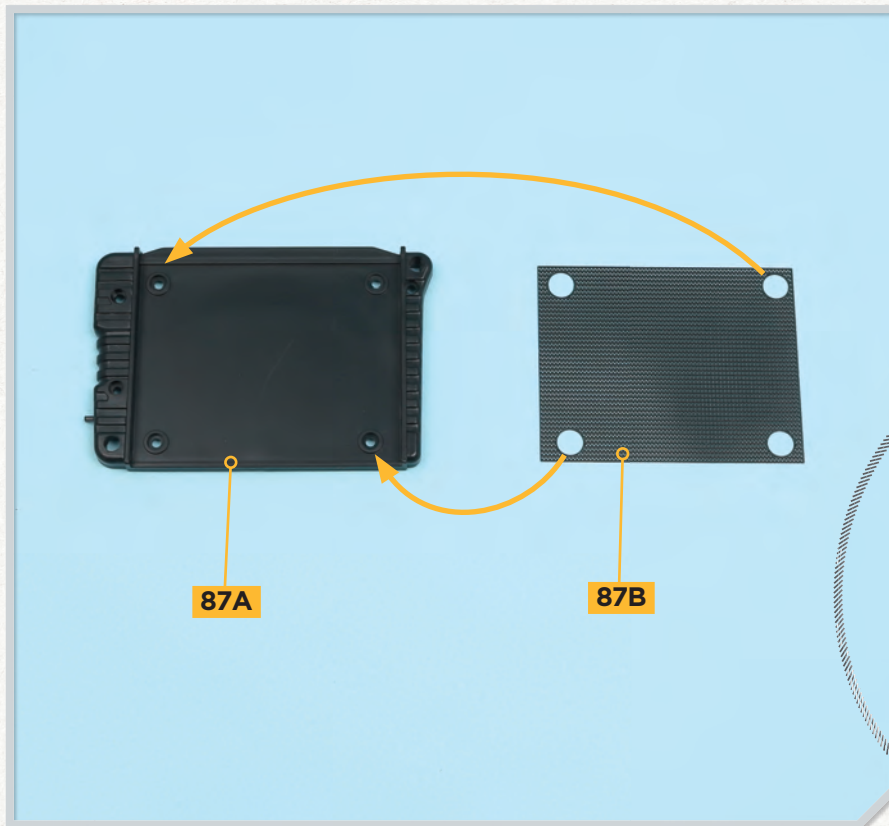
* Including spare

PB = Pan head for plastic

Area of assembly

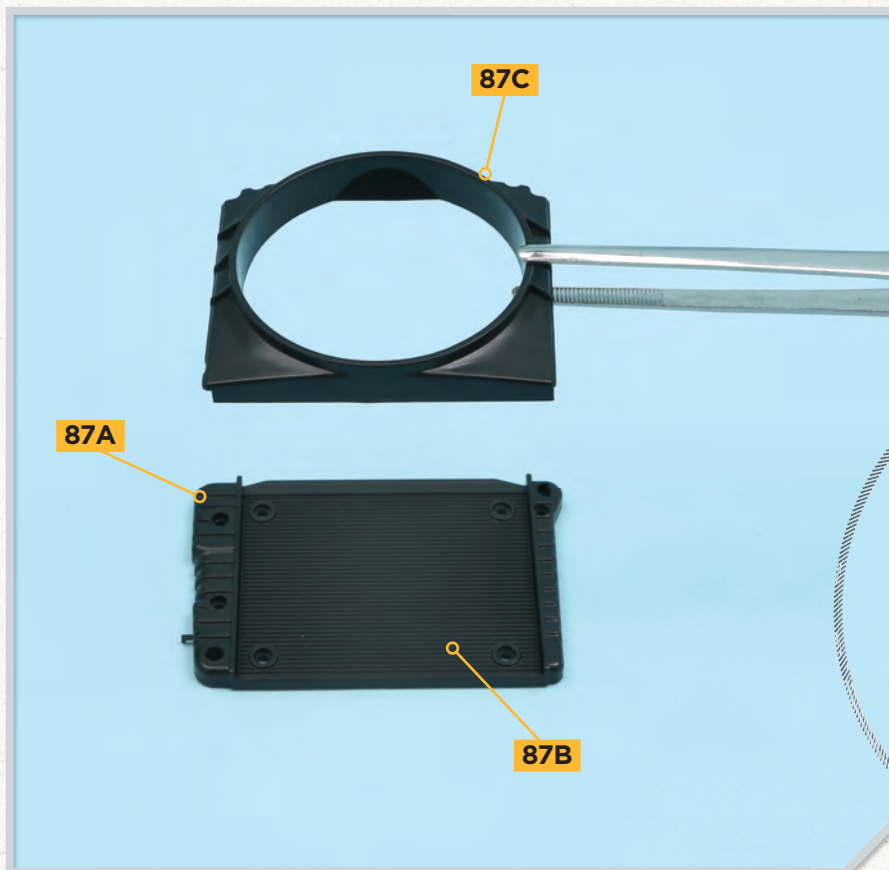


Stage 87: Radiator Back



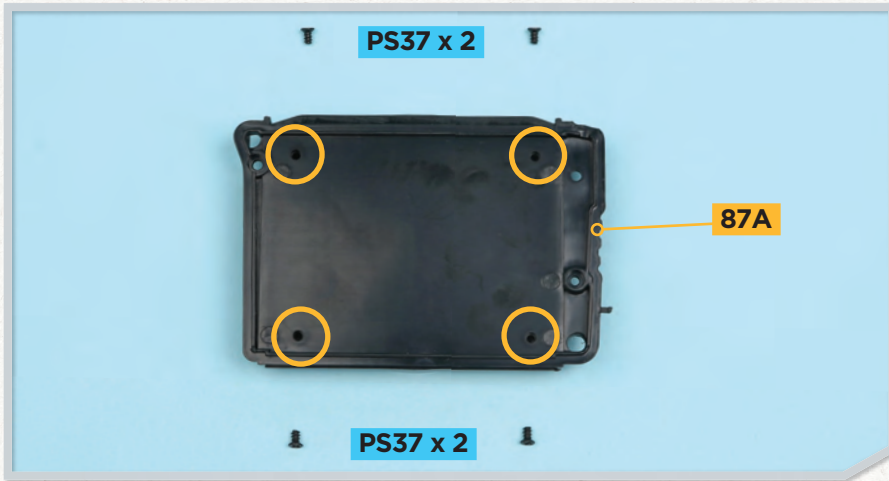
STEP 1

Take the grille **87B** and fit it to the back of the radiator **87A**: holes in the corners of part **87B** fit over rims around the screw holes on part **87A**.



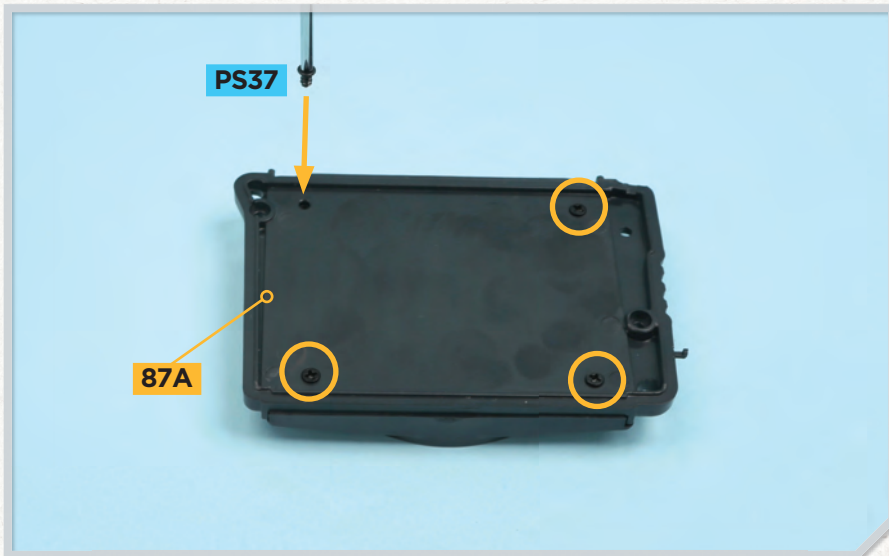
STEP 2

Fit the fan housing **87C** over the grille **87B** so that the screw holes on part **87A** align with sockets in part **87C**.



STEP 3

Turn the assembly over and identify the four screw holes in part **87A**. You will need four **PS37** screws.



STEP 4

Fix the radiator parts together with four **PS37** screws.

COMPLETED ASSEMBLY

The back of the radiator has been assembled.





Fin of Wonder

BMC's relationship with Italian master stylist Sergio Pinin Farina began after a chance remark by the late Duke of Edinburgh, and the result was a range of stylish, dependable cars that became UK street furniture in the 1960s.

The British Motor Corporation (BMC), created on 31 March 1952, brought together many small organisations that were already within two giant halves: Austin, based at Longbridge, Birmingham, and the Nuffield (Morris) Group at Cowley, Oxford, which included MG, Wolseley and Riley. BMC was presented as a merger of equals, but in reality it was a takeover of Morris by Austin. The 1950s and 1960s was a period of great success; the 1959 Mini was era defining, the 1962 MGB became the world's best selling sports car, and BMC cars dominated the UK market.

The new company's first move was to rationalise its power train operations in favour of Austin's A, B, and C-series OHV units, which is how the Morris Minor ended up powered by Austin's A-Series.



Before the merger, both Austin and Morris had developed various medium and large saloons that were too far advanced to be cancelled, so ended up competing with each other. Austin's two cars for the newly aspirant post-war middle class were the project G.S.5 twins, both launched in 1954: the

Above: The distinctive fins of an A55 MkII Cambridge, which was very close in terms of styling to the car Pinin Farina sent back from Italy in late 1957.

1.5-litre 4-cylinder B-Series powered Austin Cambridge, and the larger 2.6-litre six-cylinder C-Series powered Westminster.



Left: All the cars in this photograph share the same basic underpinnings, the 1954 Austin Cambridge and Westminster G.S.5 project. They were restyled by Pinin Farina in their new up-to-date finned style for 1959, and then engineered into distinctive models by BMC's stylists. (Photograph courtesy of The Cambridge-Oxford Owners Club.)

Bizarrely, the late Duke of Edinburgh then took a hand. He visited Longbridge on 8 December 1955 and was shown around by MD, Sir Leonard Lord. The Duke was particularly interested in the design department. In a letter some years later, the Duke recalled the visit, "I was intrigued to find a workshop full of full-scale plasticine mock-ups of potential future models. They were being assessed by wives of the directors. I asked Mr Lord whether they had ever thought of employing an 'independent' designer. 'Like who?', he said, and I mentioned the first name that came into my head, which happened to be Pinin Farina, who to everyone's astonishment was subsequently hired." That suggestion would lead to the G.S.5 project spawning over 50 variants over the next decade.

The details of this encounter vary depending on the source, but Pinin Farina (Pininfarina from 1961) designed BMC's subsequent cars for over decade, including the best-selling 1100/1300. The first fruit of this relationship was the Austin A40, a smart re-skin of the Austin A35, a pioneering two-box hatchback. It was quickly followed by Farina's proposals for the Austin A55 MkII Cambridge and A99



World Champion Car!

Banger racing in the late 1970's, Foxhall Stadium, Ipswich; Nigel Parker's Riley 4/72 smashes into a former BMC Farina estate. The Farina G.S.5 restyle was hurried and thus over engineered. That inherent, almost accidental, strength made them the dominant car in 1970s banger racing. They won multiple championships and now enjoy iconic status within banger racing culture.

Westminster in late 1958. Both were based on the G.S.5 twins, so were already outdated mechanically.

DEALING WITH DEALERS

At this point BMC's dealers had a great deal of influence. It was no good giving a Nuffield franchised dealer an Austin to sell; they had been deadly rivals for 40 years, and both they and their customers were marque loyal. Some dealerships only had, for example, Wolseley and MG rights, with Morris and Riley being held by a rival firm, while a third dealer in the area would hold the Austin and VDP franchise.

Badge engineering, making six distinct makes of cars from two bases, the Austin Cambridge and Westminster, was the route to giving those all-important dealers products to sell while the inevitably slow process of rationalisation took place.

A Cowley-based stylist, Sid Goble, worked on the Nuffield versions of the car Farina had sent, producing the four-cylinder Morris

Oxford Series V, Wolseley 15/60, MG Magnette MkIII, and Riley 4/68, as well as the 3-litre six-cylinder Wolseley 6/99. The Vanden Plas 3-litre Princess was done by VDP. Mechanically they were identical, save for the 'sporty' MG and Riley's twin-carburettors, which gave a little more power.

The 'BMC Farina' Cambridge and Westminster derived cars were updated for 1962 with improved engines and suspension, as well as a more restrained style. By the end of production in 1971, well over a million of all the types had been produced. The practice of badge-engineering remains, and is used heavily by the Volkswagen Audi Group and other manufacturers. ■

Below: The badge engineering meant that each model received a unique radiator grille, different rear lights and fins, as well as different interior trim and dashboard. Left to right: Vanden Plas 4-litre R, Morris Oxford Series VI, Riley 4/72, MG Magnette MkIV, Austin Cambridge A55 MkII, Wolsley 16/60, Austin A60 Cambridge, Wolseley 6/110.



COMING IN ISSUE 88

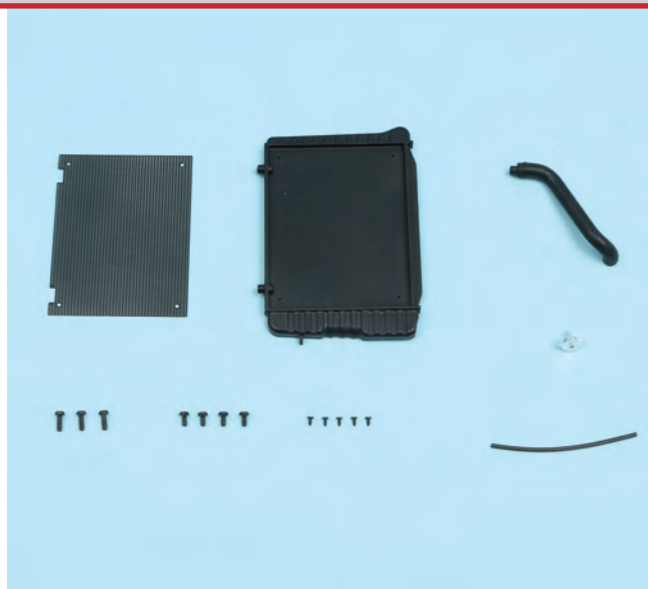


• ASSEMBLY GUIDE

The front of the radiator is assembled and the radiator is fixed in place at the front of the engine.

NEW PARTS

Radiator grille (front), radiator front, hose, cap, overflow pipe and assorted screws.



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