

THE ICONIC FORD FALCON XB GT

SCALE
1:8



Wheel assembly



Falcon worldwide



1958 Ford X-2000

POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 2

ASSEMBLY GUIDE

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Assemble the first wheel and fit one of the high-performance tyres to it.

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Created in the United States, the Ford Falcon became a best-seller around the world.

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The first companies producing after-market parts for custom fans were set up more than a century ago.

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When Ford created the futuristic X-2000 in 1958, it was never intended to go into production.

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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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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Stage 2: Wheel Assembly

In this issue, the sections of a wheel rim are joined and a tyre is fitted over the rim.



List of parts:

- 2A** Tyre
- 2B** Rim central part
- 2C** Rim hub cap
- 2D** Rim external part
- 2E** Wheel nuts
- 2F** Rim internal part
- DS02** Screws for die-cast 2.3 × 4.0 mm (×4*)
Screwdriver

* Including spare

Area of assembly



Stage 2: Wheel Assembly

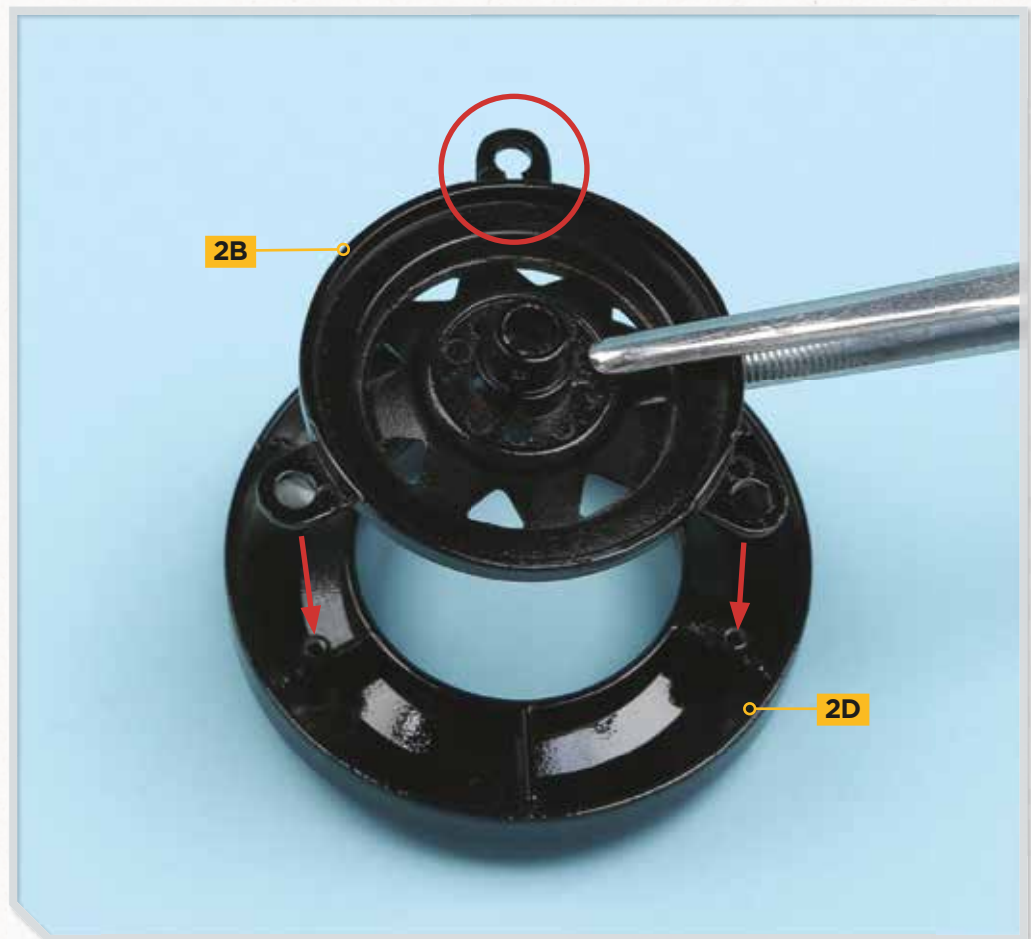


STEP 1

Before you start this stage of the assembly, place the tyre **2A** in a bowl of hot (65-75° C) water to make it more flexible. Be careful working near the hot water.

STEP 2

Align the tabs of the rim central part **2B** with the screw posts of the rim external part **2D**. Position the rim central part as shown (right). Note the keyhole shape on one of the tabs (circled), which corresponds with a similarly shaped screw post on the external rim part **2D**.





STEP 3

Put the rim internal part **2F** over the assembly from the previous step. Make sure the screw holes on the rim of internal part **2F** align with the screw posts on the rim of external part **2D**. Fix the parts together using three **DS02** screws (inset).



EXPERT TIP

With each set of screws you will usually receive a spare. Keep these spare screws safely, ideally with their original label for easy identification at a later stage.

STEP 4

Carefully remove tyre **2A** from the water and dry it. Check the Completed Assembly image on page 6 to see how the tyre is fitted, then fit the tyre over the rim assembly. The rim external part **2D** should be visible on the same side as the lettering on the tyre. It is a very tight fit, so you may need to re-heat the tyre to make it more pliable.



Stage 2: Wheel Assembly



STEP 5

From the back of the assembly, fit the wheel nuts **2E** into the five holes in the rim of central part **2B**.

COMPLETED ASSEMBLY

The wheel rim has been constructed and a tyre fitted. Keep the rim hub cap **2C** safe. It will be needed in a later part of the assembly.



Falcon Worldwide

A SUCCESS IN THE NORTH AND THE SOUTH

Created in the United States as a response to the challenge represented by the VW Beetle, the Ford Falcon went on to become a successful model in overseas markets. It met the needs for mobility in countries as diverse and distant as Australia and Argentina.



When the Falcon was unveiled in the United States in October 1959, the concept of the global automobile had not yet matured in the car manufacturing industry. Automobiles were conceived according to the needs for mobility of the country in which they were

manufactured, and only once local needs had been met was the surplus production exported. The Ford model emerged in response to the invasion into the US market of economical, imported cars such as the German Volkswagen Beetle. With the Falcon's size - relatively small by American standards -

The Falcon was unveiled in the United States in October 1959. Its self-supporting configuration, small size, 144 cu in engine and minimal decoration positioned it as an economical car.

Falcon Worldwide



monocoque bodywork and an engine of less than 3,000 cc, the Dearborn company's new product was designed to attract young people and families who might be looking for a second car with lower fuel consumption and smaller dimensions than could be found in the average US model at the time.

CONQUEST OF THE SOUTH

While the Falcon was appearing in the United States, countries as far apart as Australia and Argentina were going through intense periods of industrialisation. Both countries had extensive, sparsely populated expanses of land, poor road networks and a vehicle fleet that required urgent expansion and updating.

More than seven million Falcons were manufactured over 57 years at the Ford plants in Argentina, Australia and the United States.

In both Argentina and Australia, Ford was a solidly established brand. Its subsidiaries had been established in 1913 (Argentina) and 1925 (Australia), and its assembly plants had been active since the 1920s. However, the mass production of cars with high levels of local involvement required the building of dedicated industrial complexes. In Australia, Ford constructed its new plant in Broadmeadows, while in Argentina it was set up on the outskirts of Buenos Aires.

In both countries, the Falcon became a major player over the following decades. And although the model was commercialised in other countries, such as Mexico and Canada, and assembled with imported parts in Uruguay and New Zealand, it was in Australia and Argentina that its industrial and commercial life lasted the longest. Unlike in the US, it was positioned as a more upmarket vehicle, aimed at the wealthiest social classes. Far from giving priority to low fuel

The Ford Falcon was produced in Argentina for almost 30 years. This photograph shows the 1978 range, which included four-door sedans, family saloons and a Ranchero.

consumption and small size, all attention was focused on the power of the engine, the size of the cabin and the strength of the structure. The ability to adapt to each market was the key to the Falcon's success.

In Argentina, the car was manufactured for almost 30 years, conserving the original frame and with minimal aesthetic changes or updates to the engine and equipment that had made it a big-selling market leader for much of its existence. In Australia, however, the Falcon lasted for 56 years and its production included unusual and exclusive developments. It was also there where its story ended. On 7 October 2016, a Kinetic Blue Falcon XR6 came off the assembly line at Broadmeadows. It was not just another Ford Falcon. It was to be the last one. ■

Need for Speed (2014)

With over 150 million copies sold worldwide, *Need for Speed* stands out as one of the most successful video-game franchises of all time. When it was transferred to the big screen, the star of the show was a spectacular Ford Mustang Shelby GT500 Super Snake.

It was only a matter of time. Millions of people had already enjoyed playing the frenetic races and chases on their personal devices, so why not take this world of speed to a movie theatre screen? This was precisely what the bosses of DreamWorks Pictures proposed to Electronic Arts (EA), the creator of the million-dollar video-game series, *Need for Speed*. The film project was considered when Universal Studios already had a massive hit on its hands with the thrilling stories of *The Fast and the Furious*, which showed that there was a large audience more than willing to be enthralled by action, adrenalin and super-fast sports cars.

The screenwriters, brothers John and George Gatins, created an original story of revenge focused on the figure of Tobey Marshall, a driver and mechanic who is accused of a crime he did not commit. After serving his sentence, he decides to enter the most prestigious of all illegal races, the legendary De Leon, to unmask the man who had betrayed him.

LEARNING TO DRIVE – FAST

Californian Scott Waugh, who had already made a splash with his movie *Act of Valor* (2012), helmed the project, with Aaron Paul - Jesse Pinkman in the TV series *Breaking Bad* - as the main character and the ever-entertaining Imogen Poots as his partner. Both of them, and many other members of the cast, had to take special driving lessons before filming began, as most of the work

Quality replicas

The amazing automobiles that appear in the movie, such as the Koenigsegg Agera R, the Lamborghini Sesto Elemento and the Bugatti Veyron 16.4 Super Sport, were actually replicas that made it possible to keep production costs down. For example, it cost \$300,000 to replicate the bodywork of the Koenigsegg, when the price of the original super-sports car was \$4.6 million. The only authentic model was the main character's Ford Mustang Shelby GT500 Super Snake, which was fitted with a 5.8-litre supercharged V8 engine, enabling it to reach 370 km/h (230 mph).

was going to be done in cars and at high speed. Nevertheless, the most dangerous stunts were filmed with great professional drivers such as Tanner Foust, Rhys Millen and Rich Rutherford.

In several shots of complicated stunts, as many as 50 cameras were used at once, including 20 GoPros

that were installed in the cars to obtain the largest possible number of points of view. It was, however, essential to resort to digital effects for some of the most explosive moments in the movie. ■

The Ford Mustang Shelby GT500 Super Snake is the real star of the movie.



The Personal Touch

Ever since cars were invented, independent engineers have striven to improve them and add some individuality to their machines. Some automobiles were made for speed, others for style, and eventually these endeavours were collectively known as hot-rodding and customising, which took on many forms.



After the internal combustion engine had been invented and car ownership became more commonplace in the early 20th century, some early car owners naturally wanted to pit their machines against each other. While

factory racing teams had diced on the early dirt racetracks, the Ford Model T in 1908 made affordable motoring available to the masses. It wasn't long before companies in the US began selling speed equipment for Ford's new side-

Pre-war hot-rodding was mostly based on stripped down Model T 'Specials' like this one, powered by later Model A four-cylinder motors.



valve, four-cylinder engine. As early as 1913, the Peoria Accessory Company in Illinois was offering engine upgrade parts for Model Ts, and by the 1920s, the Chevrolet brothers were producing their Frontenac overhead-valve conversions for street and track use. Going a step further, Morton and Brett produced a range of lightweight, low-slung single- and twin-seat bodies, which could easily be attached to any Model T chassis.

PASS THE BUCK

The introduction of the T's successor in late 1927, the much prettier Model A, with its conventional pedal arrangement, only saw the industry blossom further. Ford was now producing affordable cars by the million, and many Ts became obsolete overnight. Picked up for a few bucks, they were now affordable to speed-hungry teenagers, who immediately stripped off running boards, fenders and anything

A typical post-war garage scene, replicated all over America; teenagers 'hop up' a Model T Ford, this time with a Ford V8 engine.

unnecessary in their search for thrills. These early cars would be known as 'Flivvers' or 'Gow-Jobs', although in essence, they were probably the first real hot-rods.

At around this time, the wide, deserted dry lake bed of Muroc in California became the place to go

The Personal Touch

to speed-test your car, although there was no formal organisation and little documentation remains of those early endeavours.

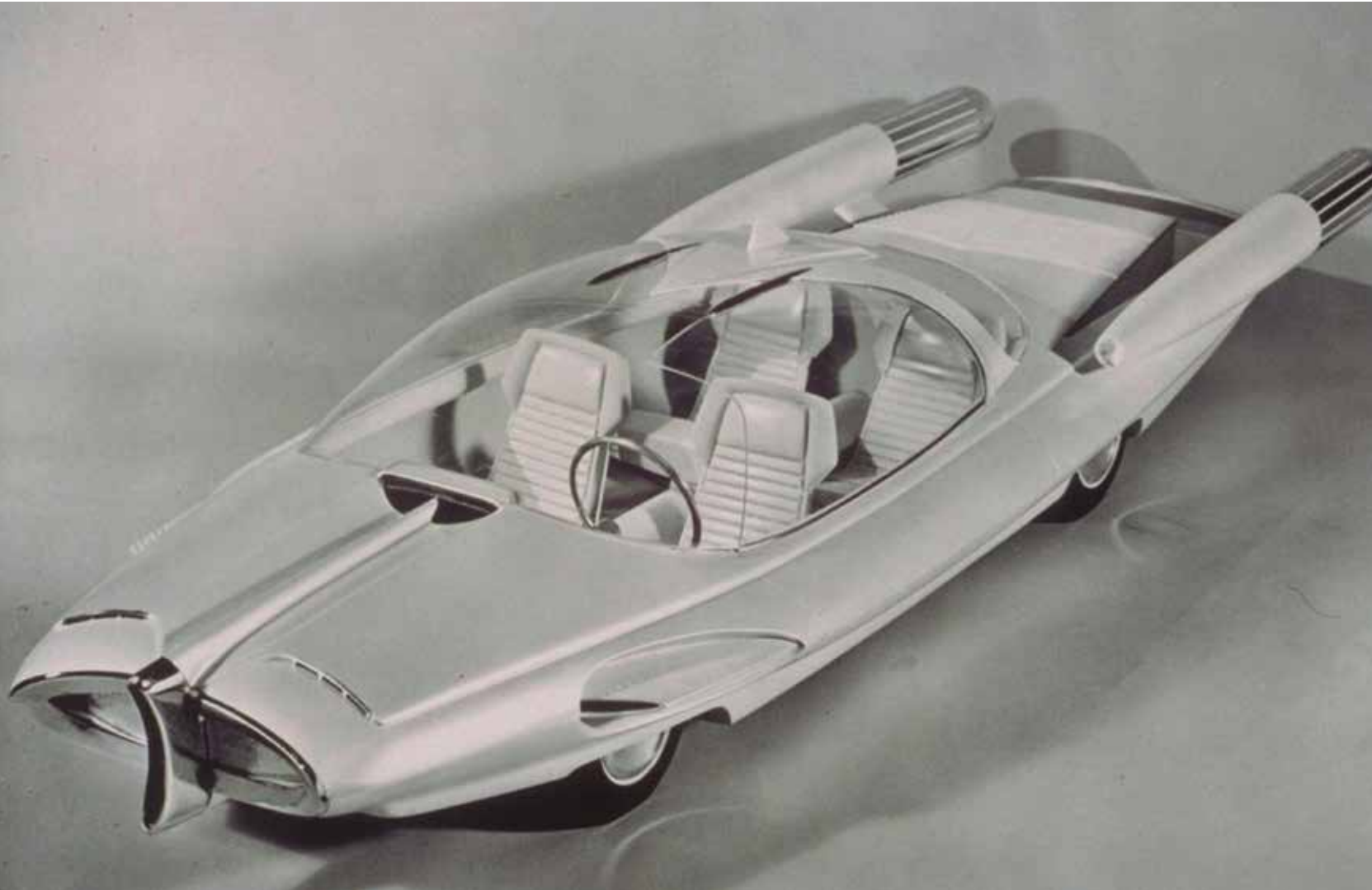
In 1937, the Southern California Timing Association (SCTA) was formed to regulate time-trial racing on the dry lake beds at Muroc and El Mirage and, after World War II, at the Bonneville Salt Flats in Utah. The Bonneville land speed trials remain the purest form of speed racing anywhere in the world, and – track surface permitting, as the huge salt lake sometimes floods – they are still held every year. These days include categories for every type of vehicle. ■

Post-war boom

After the end of World War II, many returning young men with new-found engineering skills resumed hot-rod racing on the dry lakes of California. Word soon spread about this exciting new automotive hobby. In January 1948, the first issue of *Hot Rod* magazine was published by Robert E. Petersen, and the new publication was launched at the first indoor hot-rod exhibition at the LA Armory in Los Angeles. The event showcased the growing speed-equipment business and some of the finest hot-rods around, while simultaneously promoting the general image of hot-rodding to the wider public.



When stripped of its fenders and running boards, the 1932 Ford Roadster instantly became a hot-rod; cars like this were, and still are, known as 'Highboys'.



1958 Ford X-2000

In an attempt to grab the public's attention – yet aware that it was never going to be able to drive on the streets – the Ford Motor Company bosses came up with a fantasy automobile in the late 1950s. It looked like it had come straight out of a science-fiction movie of the period.

Throughout the 1950s, interest in the most futuristic concept cars kept on growing. Although these vehicles were used to catch the public's eye and make them think about attending auto shows, manufacturing even just one life-sized example was complex and costly. For that reason, the Ford Motor Company decided to give free rein to its imagination, but with three-eighths

scale models. The manufacturer allowed its designers to freely express their most advanced visions, telling public opinion that, for them, “no concept is too imaginative, because it could contain the seeds of something valuable”.

Of the various three-eighths scale dream cars that Ford presented over the years, the Ford X-2000 that was unveiled in 1958 was particularly

When not even science-fiction films dared to make such audacious proposals for private transport, Alex Tremulis and Bill Balla managed with this futuristic approach to put all the spotlight on the Ford Motor Company.

impressive. Three years earlier, the company had made its first jet plane-style proposal with the X-1000, clearly influenced by the supersonic aeronautical designs of the period.

1958 Ford X-2000



When customisation specialist Andy Saunders set out to make a full-size Ford X-2000, he was forced to incorporate some changes, such as the glass bubble design.

Despite the fact that the idea looked like a complete fantasy, some of its lines would influence the subsequent design of the Ford Thunderbird.

With the Ford X-2000, they wished to take it one step further. So much so that, in a presentation leaflet printed by the company, it read: "Although it is quite unlikely that this model will become a production vehicle, some of its features might possibly be used in future automobiles."

THE HORSE COLLAR

Alex Tremulis, one of the architects of the Tucker 48 and the man in

charge of the X-1000's design, worked with Bill Balla to design this absolute fantasy. Generally speaking,

The X-2000 at full size

A life-sized version of the Ford X-2000 was built thanks to vehicle customisation expert Andy Saunders. This singular artist, who grew up on the south coast of England, set out to make Balla and Tremulis' concept a reality using a 1967 Mercury Monterrey as the base. The reconstruction work was done between 1994 and 1996. Although Saunders tried to be as faithful as possible to the original design, he had to incorporate some changes, such as those that were seen in the glass bubble, possibly to guarantee greater protection. This "restoration of the car that never was", as the headline in one American magazine put it, appeared in various commercials and displays before being auctioned by RM Auctions.

they kept the spaceship style that was so striking in the 1950s. It was surprising, above all, for its unusual split front end and for the two rear spoilers that looked like a jet plane's booster engines. The spacious cabin had four individual seats and a transparent bubble for a roof.

Although there is no clear unanimity on this subject, some historians of the motor industry point out that the peculiar design of the Ford X-2000's front influenced the

The futuristic lines of the Ford X-2000 could be admired in the Ford Rotunda in Dearborn, when this building was already the fifth most popular attraction in the United States.

look of the Ford Edsel, which went on sale in 1958. That shape, which some called the 'horse collar', became the butt of many jokes and didn't do much to popularise a vehicle that is now considered to be one of the biggest motoring fiascos of all time.

The Ford X-2000 became one of the attractions in the Ford Rotunda, the spectacular building designed by Albert Kahn for the 1933 Chicago World's Fair that later moved to Dearborn, Michigan. ■

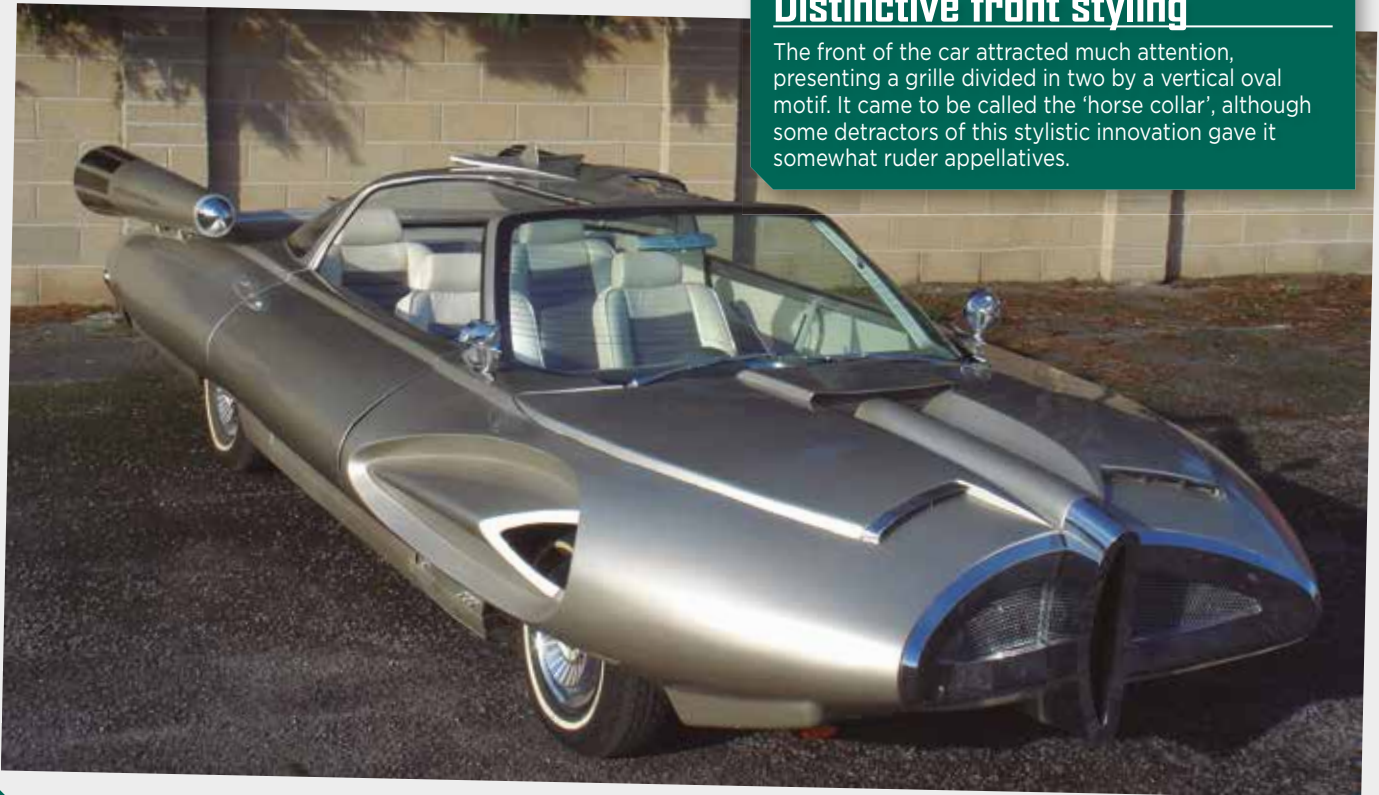
Rear ailerons

One of the most striking features of the Ford X-2000 was the incorporation of two huge rear ailerons, or wings, that were positioned to emulate the propulsion engines of a jet plane.



Distinctive front styling

The front of the car attracted much attention, presenting a grille divided in two by a vertical oval motif. It came to be called the 'horse collar', although some detractors of this stylistic innovation gave it somewhat ruder appellatives.



COMING IN ISSUE 3



• ASSEMBLY GUIDE

Build the model's distinctive engine blower and the electric motor.

• HISTORY OF THE FORD FALCON

In June 1960, production of the first Australian Ford Falcon began at the Broadmeadows plant.

• CARS ON SCREEN

The Bond film, *Diamonds are Forever*, featured a red Ford Mustang Mach 1.

• CUSTOM MADE

Post-war America saw the development of many new forms of customisations.

• DESIGNS FOR A NEW ERA

With the FNR Concept, Chevrolet hopes to redefine the concept of personal mobility.

NEW PARTS:

Scoop, housing and other blower parts, electric motor and screws.

