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THE ICONIC FORD FALCON XB GT

SCALE 1:8

Blower assembly (2)

1967 Falcon XR GT

Tesla Cybertruck

POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 4

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Connect pulleys and the drive belt to the blower before attaching the mounts.

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A limited-edition, performance version of the Falcon, the GT became Australia's first muscle car.

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Among the many cool cars to feature in the movie *Drive* is a 2011 Ford Mustang GT.

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Hot Rod magazine was first published in 1948, and helped to promote the booming trend in customisation.

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Designed to be both a car and a pick-up truck, the Tesla Cybertruck is a daring piece of automotive design.

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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Stage 4: Blower Assembly (2)

In this issue, the pulleys are assembled and the blower housing is completed.

List of parts:

4A	Blower housing base plate
4B	Blower housing rear plate
4C	Blower mounts (×4)
4D	Blower drive belt
4E	Pulley mechanism 1
4F	Swing arm
4G	Pulley mechanism 2
4H	Pulley mechanism 3
4I	Blower regulator pipe 1
4J	Blower regulator pipe 2
DS06	Six* 1.8 x 3.5mm PB screws
PS23	Four* 2.3 × 4mm PWB screws

* Including spare

PB = Pan head for plastic

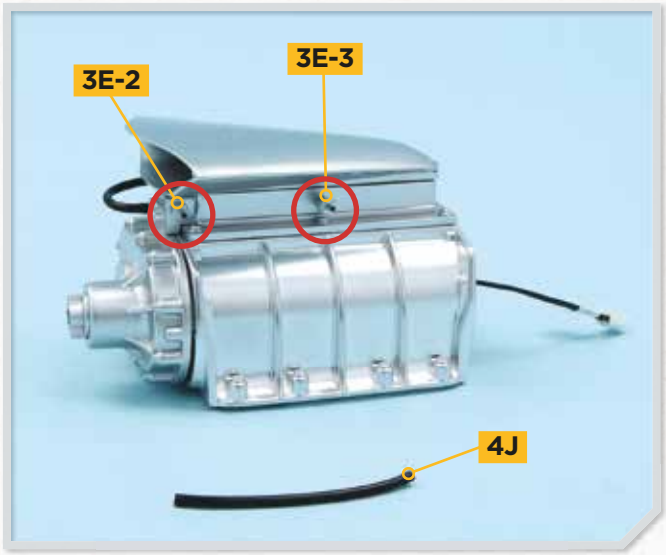
PWB = Flange head for plastic

Area of assembly

Stage 4: Blower Assembly (2)

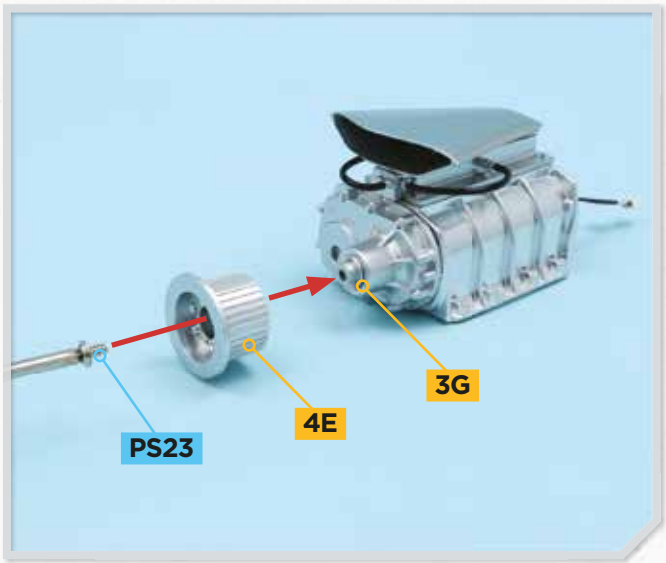
STEP 1

Fit the ends of the blower regulator pipe **4I** (the shorter of the two pipes) over the connector **3E-1** and the pin on the blower regulator **3C** (circled). The pipe is a tight fit: it may help to gently enlarge the ends of the pipe using a cocktail stick or similar.



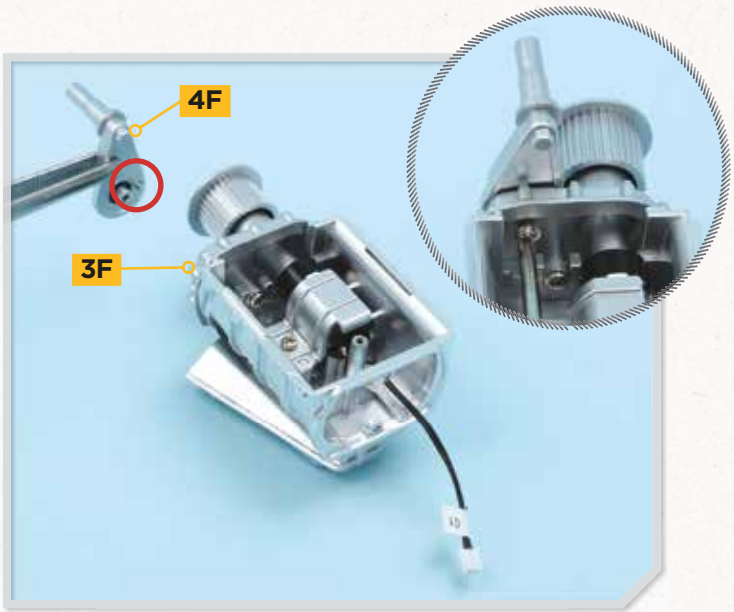
STEP 2

Turn the assembly around and fit the other blower regulator pipe **4J** over the connectors **3E-2** and **3E-3** (circled). See the photograph in the next step.



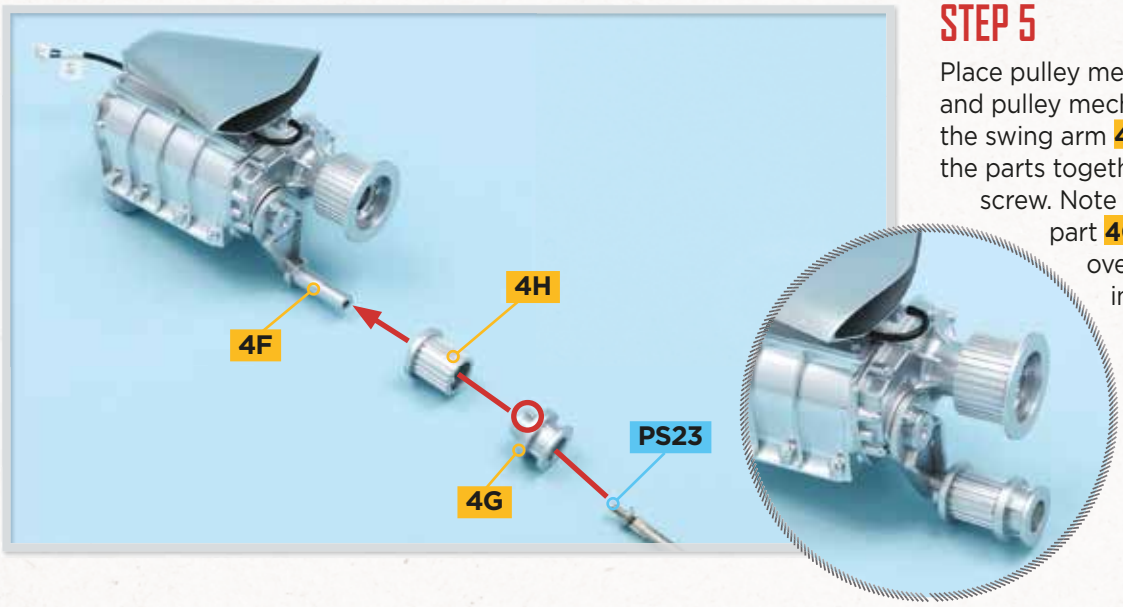
STEP 3

Attach pulley mechanism 1 **4E** to the blower driving shaft **3G** with a **PS23** screw. Ridges on driving shaft **3G** fit into recesses in Pulley mechanism 1 **4E**.



STEP 4

Attach the swing arm **4F** to the blower housing front plate **3F** and fix it from inside with a **PS23** screw. A locating pin (circled) on the swing arm **4F** ensures that it is positioned correctly.

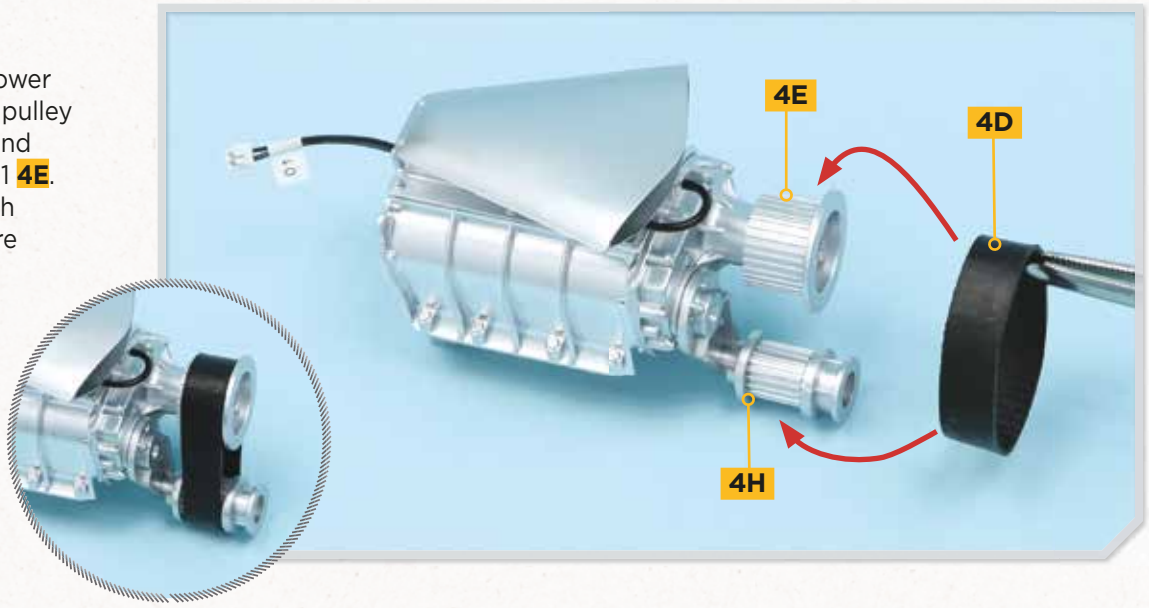


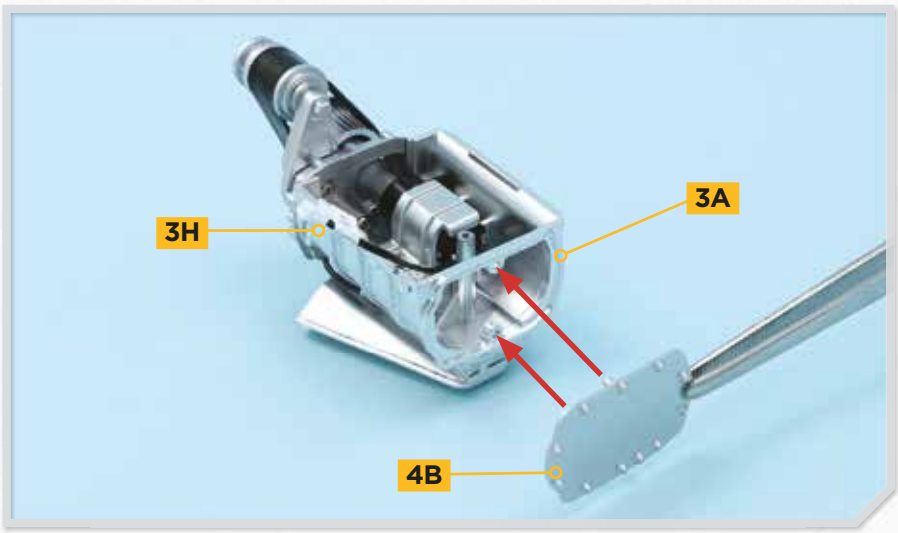
STEP 5

Place pulley mechanism 3 **4H** and pulley mechanism 2 **4G** over the swing arm **4F** as shown. Secure the parts together with a **PS23** screw. Note the notches in part **4G** (circled) which fit over matching ridges inside part **4H**.

STEP 6

Carefully fit the blower drive belt **4D** over pulley mechanism 3 **4H** and pulley mechanism 1 **4E**. Make sure the teeth on drive belt **4D** are on the inside.

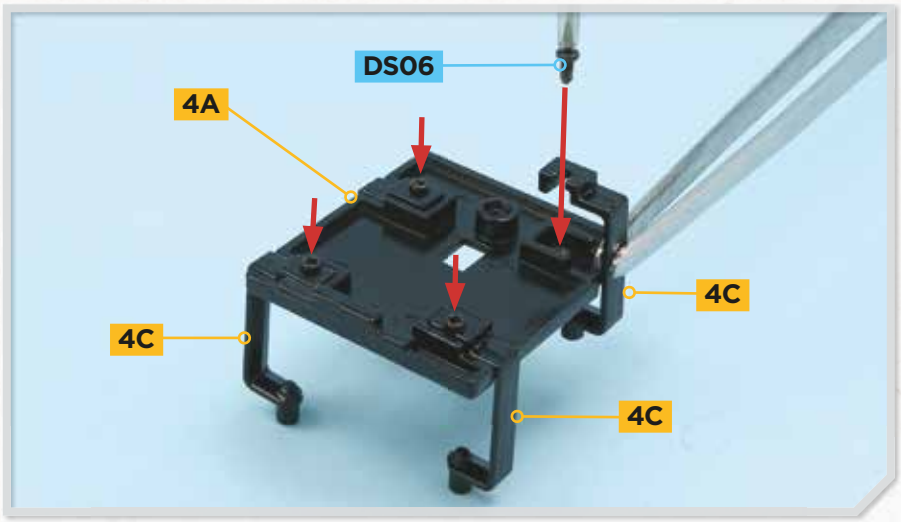




STEP 7

Guide the motor cable **3H** through the base of the housing **3A**, as shown, and fit the blower rear plate **4B** to the main housing **3A**. This is a push-fit connection.

Stage 4: Blower Assembly (2)

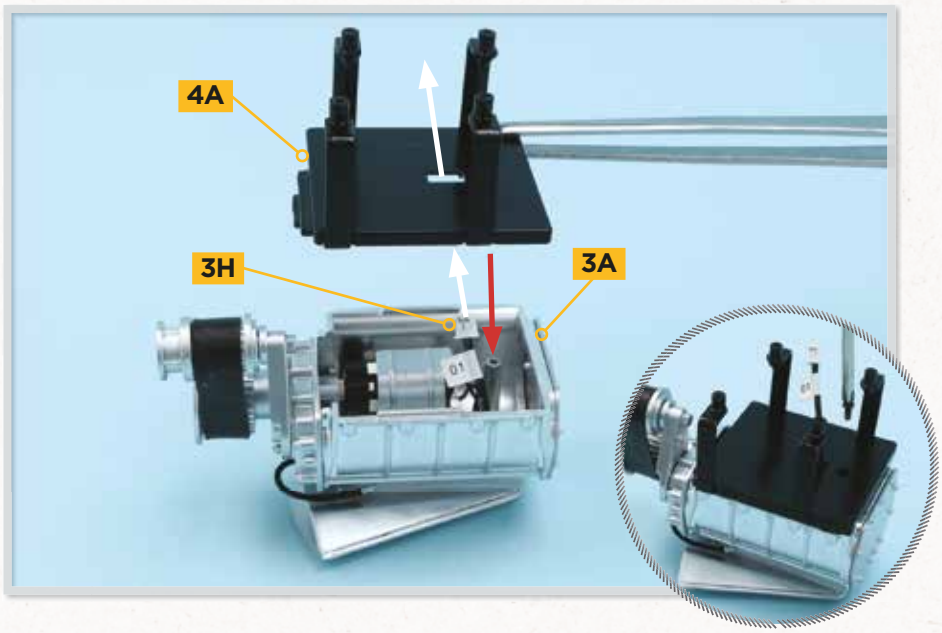


STEP 8

Position the mounts **4C** so that the U-shaped slots in the mounts fit around the raised screw sockets in the housing **4A**. Secure each mount **4C** in place with a **DS06** screw (arrows). When screwing into metal, it can sometimes help to tighten half a turn forwards followed by a quarter turn back.

STEP 9

Place the housing base plate **4A** over the housing **3A**. Make sure the motor cable **3H** passes through the hole (white arrows). When **4A** is correctly positioned, secure the parts together with a **DS06** screw. This passes through a hole in base plate **4A** and into a raised screw socket in the housing **3A** (red arrow and inset).



COMPLETED ASSEMBLY

Pipes, pulleys, mounts and a drive belt have been added to complete the blower assembly.

1967 Falcon XR GT

THE BIRTH OF A LEGENDARY ACRONYM

The Falcon XR GT initiated the era of Australian muscle cars. Equipped with a boosted V8 engine, and with customised style and equipment details, the car achieved a precise equilibrium between sportiness and elegance.

The second generation Australian Falcon reached the Ford dealership network in September 1966. It was marketed as the Falcon XR. Besides completely new bodywork, which replicated that of its American cousin, the main novelty of this new series was the availability of V8 engines for the entire range. This was the Mustang's 289 cu inch engine, manufactured in the USA.

At the request of the Victoria police, Ford developed a Falcon that had to meet extremely strict requirements, such as surpassing

With 225 hp and a top speed of 195 km/h (121 mph), the Falcon XR GT was Australia's fastest car of the time. Its impressive performance was immediately apparent in competition.

The first XR GTs were offered exclusively in bronze with black sports stripes. The model was introduced as a limited series of just 250 units, but more would be produced.

the average speed of a sedan of the period – 145 km/h (90 mph) – without sacrificing the comfort offered by four-door bodywork. Bill Bourke, who was then the assistant general manager of Ford Australia, suggested equipping the model with the 289 V8 engine connected to four-speed manual transmission, and reinforcing the suspension. Almost without intending to, Bourke was creating a true muscle car; his commercial acumen convinced him of the huge potential that the development of a sports car from these units would have. Thus was born a legendary acronym in the history of the Australian Falcon: GT.

All Falcon XR GTs were available exclusively in a bronze colour, except for two special orders that were painted white.

To endow it with true racing spirit, the Falcon XR GT featured the interior of the more luxurious Fairmont version combined with sporty details such as green-lit Stewart-Warner gauges, chrome-plated Hurst gearshift, a steering wheel with a wooden ring and the GT badge in red lettering.

Designer Jack Telnack took charge of the exterior look. Based on the Fairmont, Telnack added black sports stripes, chrome hub caps, a darkened grille and the initials GT on the grille, boot lid and C-pillar. These stylistic details, combined with a height reduction of 3.8 cm (1.5 in), gave the Falcon an extremely aggressive look, without losing the elegance and comfort of four-door bodywork.

The Windsor V8 was boosted with an Autolite four-barrel carburettor, a higher compression ratio, a sports camshaft and multiple special intake and exhaust pipes. With these modifications, it achieved 225 hp and torque of 305 ft-lb. The Falcon GT accelerated from 0 to 96 km/h (60 mph) in 9.7 seconds and reached a top speed of 195 km/h (121 mph), making it the fastest Australian car of the time.

The Falcon XR GT was conceived as a limited edition of just 250 units. Production of this version began in March 1967, when the first three examples were built. Yet demand was so surprisingly high that Ford Australia had to begin production of a second batch of 303 units, which was completed towards the end of the year. In all, only 558 units were built, the last 38 of which were completed between January and February 1968. It was only the beginning of Ford's most legendary acronym in Australia. ■

Drive (2011)

Despite being considered more of a precursor to neo-noir cinema than an action movie in the style of *The Fast and the Furious* series, *Drive* made an impact due to some thrilling car chases. These included one in which Ryan Gosling's lead character drives at top speed while at the wheel of a 2011 Ford Mustang GT.

The 2005 novel *Drive*, by US author James Sallis, tells the story of the adventures of a somewhat psychotic driver. He alternates his job as a movie stuntman with a few activities that are against the law, until his infatuation for a woman starts to create serious difficulties for him. This was excellent material for a movie. Initially there was talk of a possible adaptation directed by Neil Marshall and starring Hugh Jackman. The project, however, ended up in the hands of the Danish film director Nicolas Winding Refn, who had a growing international reputation thanks to his movies *Pusher* (1996), *Bronson* (2008) and *Valhalla Rising* (2009). Right from the start, Refn set out to do something different, interested in what he himself described as "the dark side of heroism".

Besides recruiting actor Ryan Gosling for the part of the driver, a character who is laconic and inscrutable, but also potentially violent, he hit the jackpot by entrusting the creation of an atypical soundtrack to composer Cliff Martínez. It fitted the almost dream-like images created by the director like a glove.

Filming for *Drive* started in Los Angeles, California, on 25 September 2010. The plot involved the director working with a subject that he knew little about: cars. "I can't drive, I haven't even got a license," Refn admitted. "But there's something fetishistic about cars that I find very exciting. Not the brand or the make in particular, but the noise of the engine and the sensation of speed."

Refn did not shy away from creating some breathtaking chases, always marked by specific music. "The first one is like a game of chess," said Refn. "A game of wits that requires Driver to keep calm, and it has some very suggestive techno music. The second one is a straight-up chase sequence, pure adrenalin. There's no accompaniment, except for the primitive roar of the engines and the screeching of the brakes, and the soundtrack is even more emphatic. The third sequence is one of stalking, a stealthy attack, and it takes place over the disturbing sound of *Oh My Love*, from the soundtrack of the '70s movie *Goodbye, Uncle Tom*."

Drive was screened at the Cannes Film Festival in 2011, where Nicolas Winding Refn won the award for best director. It then became an extraordinary box-office smash after its commercial release, with many critics calling it the best film of the year. ■

Actor Ryan Gosling starred in the film and was featured on the film's promotional poster.

Ford and more

Amateur mechanic and actor Ryan Gosling chose a 1973 Chevrolet Malibu as his character's car. Gosling stripped it down completely and rebuilt it to his own taste for the filming. During the film his character is also seen driving other models, such as a formidable 2011 Mustang GT in which he tries to get away from a 2006 Chrysler 330 C that is pursuing him; a 2010 Chevrolet Impala; and one of the great NASCAR champions, the Chevrolet Monte Carlo.

Mags and Drags

In 1948, the first issue of *Hot Rod* magazine was launched at the inaugural indoor hot-rod show at the LA Armory in Los Angeles. Dedicated to improving the image of hot-rods and customs and promoting the culture, the magazine has been doing the same ever since.

Not all cars had shiny finished paint jobs – these early customs are typical of many home-built cars that were often illegally raced on public roads by speed-crazy teenagers.

The immediate post-war period through to and including the 1950s are nostalgically regarded as the 'Golden Years' of both customising and hot-rodding. America in the 1950s was a time of growing social affluence, and also an era when teenage culture actually became a 'thing'. Kids had their own music, language and fashions, so naturally they wanted their own cars too. They didn't want the new cars that their parents drove, though Detroit was still producing big family cars and station wagons, and imported European cars were way out of their price range. However, older

This 1940 Chevrolet was the proud owner's first car, driven in the 1950s, raced in the 1960s and now restored and racing again at nostalgia events.

used cars were cheap, plentiful and easy to 'hop-up' for speed and appearance. For a young man in his teens, a fast hot-rod or cool custom was definitely the thing to be seen in, either cruising around town or hanging at the local drive-in.

READ ALL ABOUT IT!

Other magazines soon sprang up in the wake of *Hot Rod,* and were equally devoted to both hot-rodding and customising. These inexpensive, A5-size 'little books' as they became known, were especially popular with teenagers as they could be hidden inside school text books and studied during class! Like *Hot Rod*, titles such as *Hop Up* and *Rod and Custom* lasted in various formats for decades and with features, event reports and 'how-to' articles, served as the respectable backbone of the hobby. They were also essential marketing outlets for the various hot-rod and custom parts suppliers that contributed to its fast growth. However, there was also a negative side, and one that the magazines did their best to downplay; the natural urge for kids to want to race their cars on the public streets. This behaviour led to bad press, and the words 'hot-rod' were considered to be another aspect of teenage delinquency. At a local level, many newly formed hot-rod clubs worked with their local police departments and city fathers to organise safe race

Rapid development

Drag-racing may have helped to prevent kids racing from stoplight to stoplight in their 'hopped up' cars, but it wasn't long before the cars were modified to the point where they were no longer practical for everyday driving. Separate classes for these new 'dragsters' were formed for the various wild body and engine combinations. Cars ran bigger engines, had specially built chassis and modified suspension set-ups. Teams were also experimenting with different high-octane fuels for ever-faster times and speeds. By the 1960s, drag-racing had become a professional sport.

events on the many disused air strips around the country. The first of these events were held in California, with cars paired off and racing each other over a standing quarter mile. The automotive sport of drag-racing had been born.

Wally Parks, the first editor of *Hot Rod*, became instrumental in forming the new National Hot Rod Association to regulate and promote drag-racing across the United States of America. This was done with club officials touring the US (it was known as the 'Safety Safari'), visiting local drag-race strips and working with local clubs to advise on rules and safe practices.

With the new sport being reported in the press and media, drag-racing quickly grew into a new branch of hot-rodding and later, through the 1960s, into a new national motor sport that attracted thousands of spectators. Thanks to *Hot Rod* magazine, it also quickly spread to other countries around the world. ■

The ultimate form of hot-rodding, the spectacle of drag-racing was soon elevated to a major American motor sport.

Tesla Cybertruck

The American manufacturer Tesla Motors caused a sensation when it presented the unclassifiable Cybertruck, an almost impossible cross between a sports car and a truck. It was groundbreaking in both its look and in its performance.

Always aiming to be two steps ahead of the competition, Elon Musk's car manufacturing firm wished to be clear about what, in his opinion, would be the essential characteristics of pick-up trucks of the future: namely safety, versatility and power. On 21 November 2019, Musk revealed his vision with the presentation of an utterly revolutionary model: the Cybertruck. This light commercial vehicle was designed by Franz von Holzhausen in a cyberpunk style that, at first sight, looks like a futuristic armoured personnel carrier.

The first and most important peculiarity of the Tesla Cybertruck is that the car's exterior functions as the chassis. This is achieved through the creation of an ultra-resistant 30X cold-rolled stainless-steel monochrome exoskeleton, an unprecedented body that gives the occupants maximum protection. It also makes dents or problems derived from corrosion a thing of the past. So that the almost impenetrable exoskeleton makes sense, the vehicle has ultra-resistant glass. With superimposed layers of polymers, it manages not only to improve the performance but also the tolerance to any damage. In this way, the Tesla Cybertruck as a whole presents practically unbeatable solidity and resistance.

The futuristic Cybertruck model has been advertised by the Tesla company under the slogan: "Better utility than a truck with more performance than a sports car."

Bond inspiration

Starting with its logo, the Cybertruck aspired to have a futuristic cyberpunk-style image. During its design stage, Elon Musk himself pointed out that the vehicle would have a design similar to the underwater Lotus Esprit, 'Wet Nellie', which was designed for the James Bond movie *The Spy Who Loved Me* (1977). The millionaire businessman actually acquired the original model at an auction at Sotheby's, paying almost a million dollars for it. In the end, Von Holzhausen's design opted for geometric shapes and angular profiles that distanced it from the refined sports-car look of *007*'s car.

True to the company's performance and efficiency requirements, the Cybertruck is a completely electric vehicle, equipped with very powerful transmission. Initially, it is available in several versions that accelerate from 0 to 96 km/h (60mph) in times of between 2.9 to 6.5 seconds, have a top speed of 210 km/h (130 mph) and a range of more than 800 km (500 miles).

In addition to the three initial versions of the Cybertruck – one rear-wheel drive engine, a dual-motor all-wheel drive engine and a tri-motor all-wheel drive engine – there is a fourth version equipped with four electric motors, one on each wheel, and independent steering for the front and rear axles. In this case, an unusual novelty is the incorporation of directional motion on the rear axle, making it possible for the vehicle to move sideways.

Right from its presentation, Elon Musk allowed orders for the Cybertruck to be made in exchange for a refundable deposit of $100. Although production was announced as initially due to begin in 2021, it has been delayed on several occasions.

The Cybertruck has adjustable pneumatic suspension that adapts to variable loads and allows it to be raised or lowered 10 cm (3.9 in) in any direction, whether to gain access to the car or to its rear storage space. And here is where the model is revealed as the most cutting-edge alternative to small cargo vehicles, as it has almost three cubic meters (106 cu ft) of room in which to transport almost anything you can think of weighing up to 1,600 kg (3,527.4 lb). You can even load up the Tesla Cyberquad, which was unveiled during the presentation of the Cybertruck. This space has a very hard-wearing roof that can be closed and locked. And as if that were not enough, the Cybertruck has a towing capacity of up to 8,200 kg (18,078 lb).

If the vehicle's outer appearance could not be more futuristic, the interior is not far behind. The Cybertruck has six seats, three in the front and three behind, which have additional storage space underneath them. The imitation marble dashboard is perhaps the most surprising thing of all, as it contains only two things: a very small steering wheel that is similar to those used in aviation, and an advanced 43 cm (17 in) touchscreen with a personalised user interface. ■

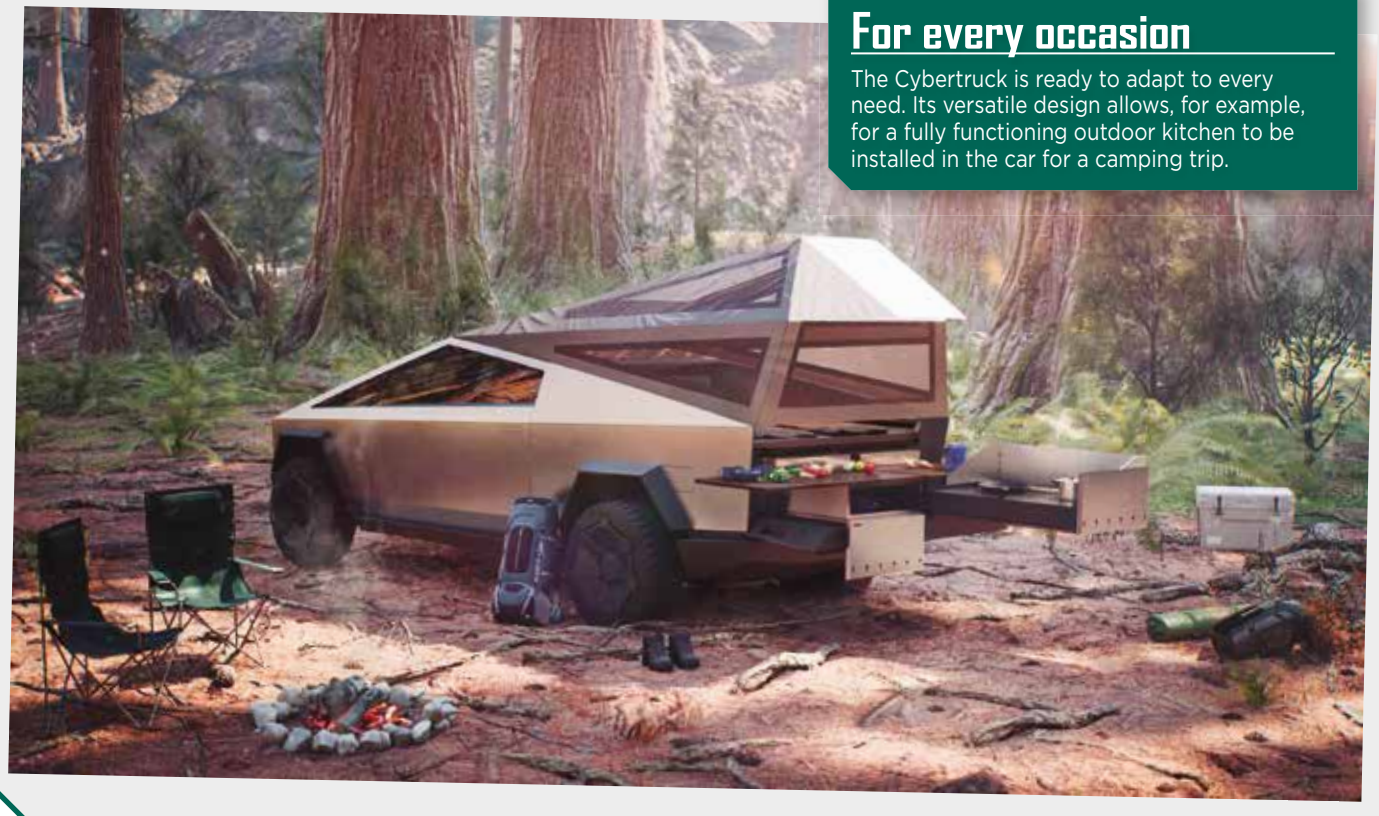
Besides the Cybertruck, Tesla has developed a Cyberquad that can be loaded easily into the vehicle's external storage space.

Minimalist and practical

The car's interior has been designed with a clear minimalist approach. There is no lack of practicality here either, with extra storage space under the rear seats.

For every occasion

The Cybertruck is ready to adapt to every need. Its versatile design allows, for example, for a fully functioning outdoor kitchen to be installed in the car for a camping trip.



COMING IN ISSUE 5

- **ASSEMBLY GUIDE**
  Start the assembly of the right door by fixing the handle and the side mirror on the exterior panel of the door.
- **HISTORY OF THE FORD FALCON**
  The need for a new range of compact cars in the USA at the end of the 1950s.
- **CARS ON SCREEN**
  Thelma and Louise enjoy their adventures in a 1966 Ford Thunderbird convertible.
- **DESIGNS FOR A NEW ERA**
  In the 1990s, the California Air Resources Board pushed for emission-free vehicles and General Motors' EV1 was born.

NEW PARTS:

Door, window trim, side mirror, key hole and handle.

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