

THE ICONIC FORD FALCON XB GT

SCALE
1:8



Right Door



Ready for Treatment

Published weekly
UK: £10.99 AUS: \$21.99



9 772976 581050 08 >

POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 8

ASSEMBLY GUIDE

3

Two more panels, together with the window winder and arm rest, are fitted to the door.

CUSTOM MADE

7

Classic cars are in high demand for customisation treatment by artists and designers.

CARS ON SCREEN

10

Two men with terminal cancer decide to live life to the full with their 1965 Mustang in the 2007 comedy *The Bucket List*.

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 Motor Company trademarks and trade dress used under licence to GRE for Groupe ELIGOR

CUSTOMER SERVICE, SUBSCRIPTIONS & BACK ORDERS

Please visit hachettepartworks.com/contact to get in touch.

Published by Hachette Partworks Ltd
4th Floor, Jordan House, 47 Brunswick Place,
London, N1 6EB
www.hachettepartworks.com

© 2024 Hachette Partworks Ltd
© 2024 Ford Motor Company
Distributed in the UK and Republic of Ireland by Marketforce.
Printed in the United Kingdom
ISSN 2976-5811

Complete in 130 issues.

ALL RIGHTS RESERVED

Items may vary from those shown.
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.

The editor's policy is to use papers that are natural, renewable and recyclable products and made from wood grown in sustainable forests. The logging and manufacturing processes are expected to conform to the environmental regulations of the country of origin.

In the event of a significant increase in production and transport costs, the publisher reserves the right to modify its selling prices.

MANAGING DIRECTOR – Isabelle Couderc
EDITORIAL DIRECTOR – Helen Nally
MARKETING DIRECTOR – Elise Windmill
PRODUCTION DIRECTOR – Louise Flockhart
MANAGING EDITOR – Sarah Gale
PROJECT EDITOR – Gary Webb
DISTRIBUTION MANAGER – Paul Smith
PRODUCT MANAGER – Rhys Myrner

WHAT TO DO WITH YOUR PACKAGING?

Our packaging papers and boxes are 100% recyclable kerbside. Plastic blisters can also be 100% recyclable kerbside once separated from the cardboard. To find out what you can recycle at home and locally, please visit www.recyclenow.com



NOT SUITABLE FOR CHILDREN UNDER THE AGE OF 14.
This product is not a toy and is not intended for use in play.

For our environmental policy in full please scan the QR code here



Editorial and design: Windmill Books Ltd

Picture credits: Front cover: Richard Bryden: bl; Jess Esposito and David Burton: main; Public Domain: Brian Snelson/Flickr bc; Shutterstock: Steven Giles background. Alamy: Cinematic 11, Maximum Film 10; Public Domain: Brian Snelson/Flickr 7; Shutterstock: Barry Blackburn 9, meunierd 8t, Wolfilser 8b. Step-by-step photography: Richard Bryden Model photography: Jess Esposito and David Burton

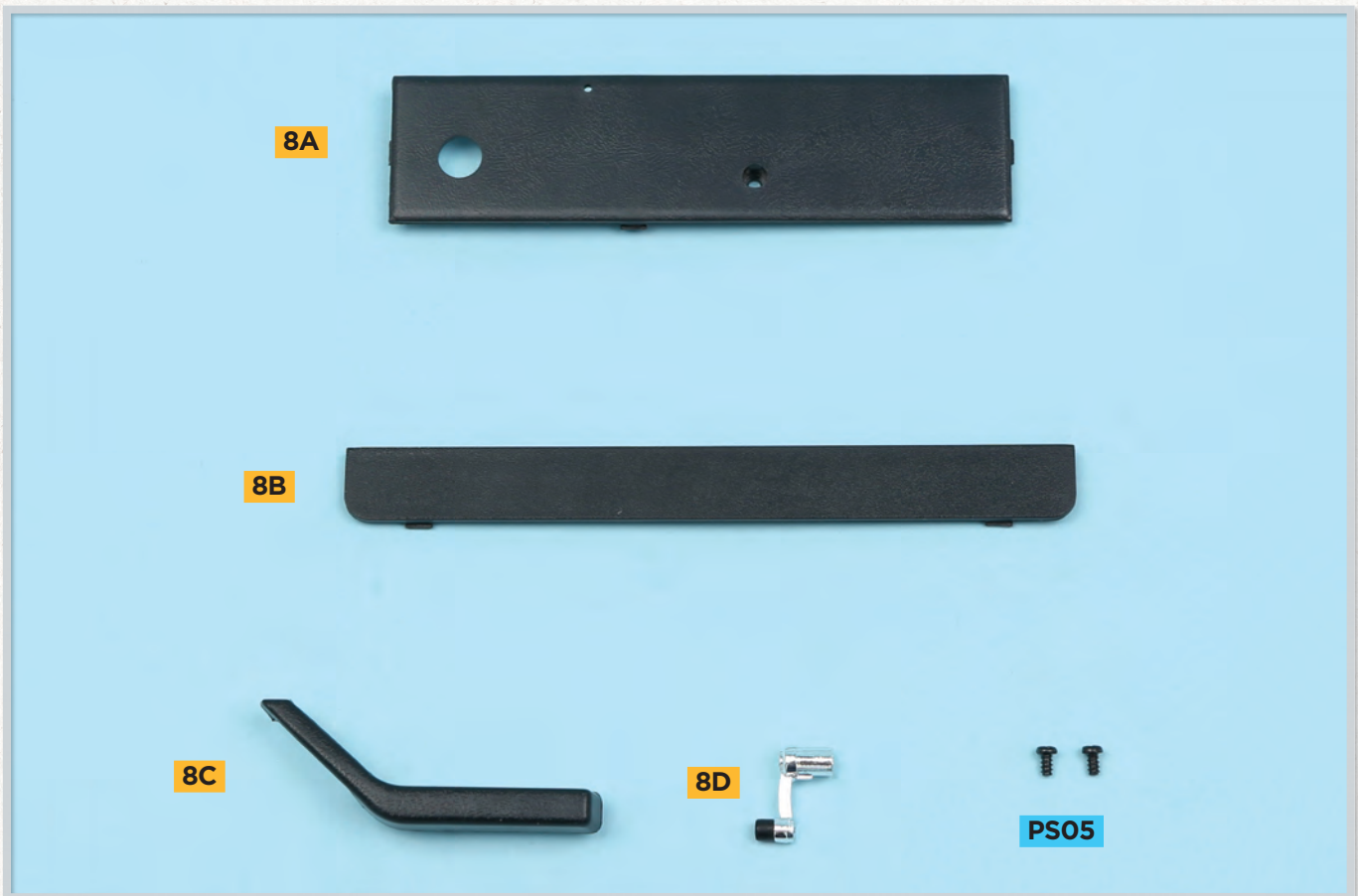
Windmill Books have made every attempt to contact the copyright holder, if you have any information please contact Sophie Mortimer: smortimer@windmillbooks.co.uk

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



Stage 8: Right Door (4)

Two more panels, together with the window winder and arm rest, are fitted to the door.



Area of assembly



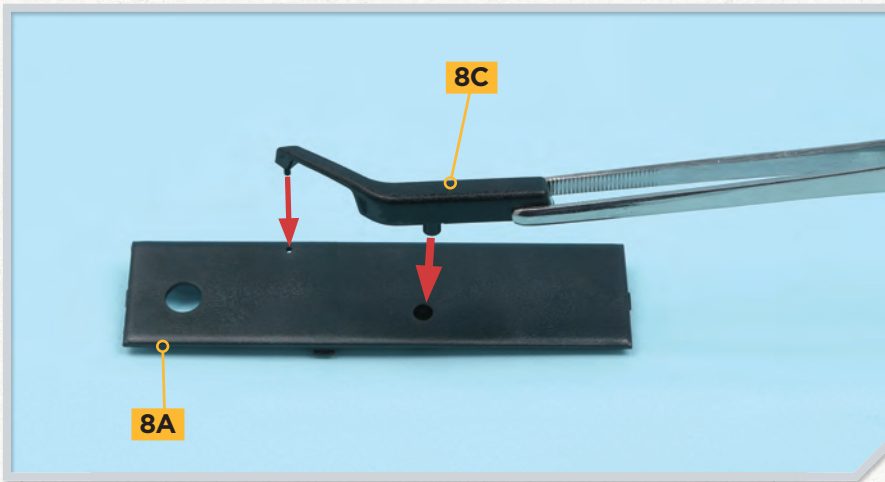
List of parts:

- 8A** Middle panel for door
- 8B** Lower panel for door
- 8C** Arm rest
- 8D** Window winder
- PS05** Two* 2.3 x 4mm PB screws

* Including spare

PB = Pan head for plastic

Stage 8: Right Door (4)

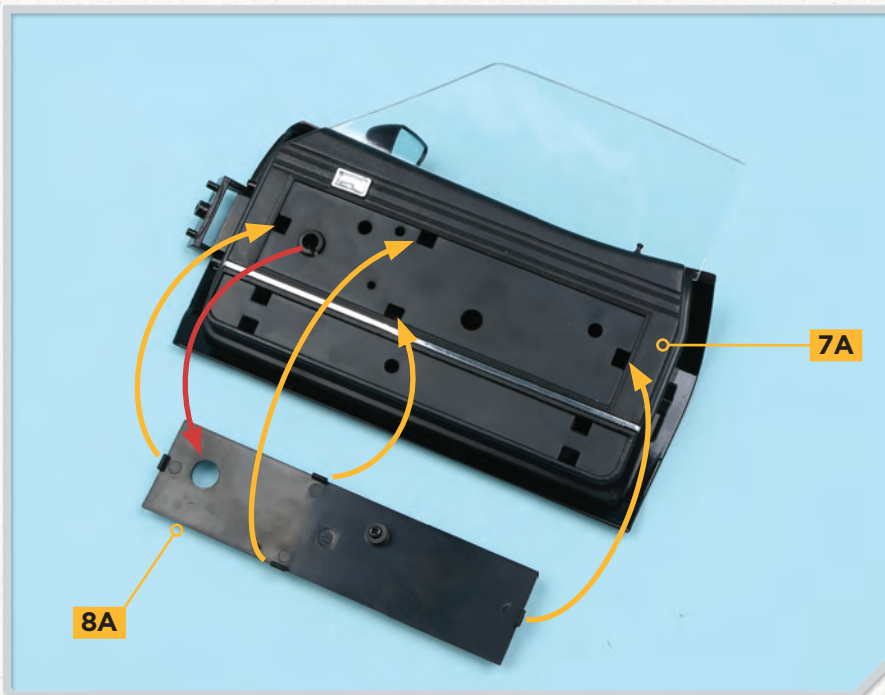
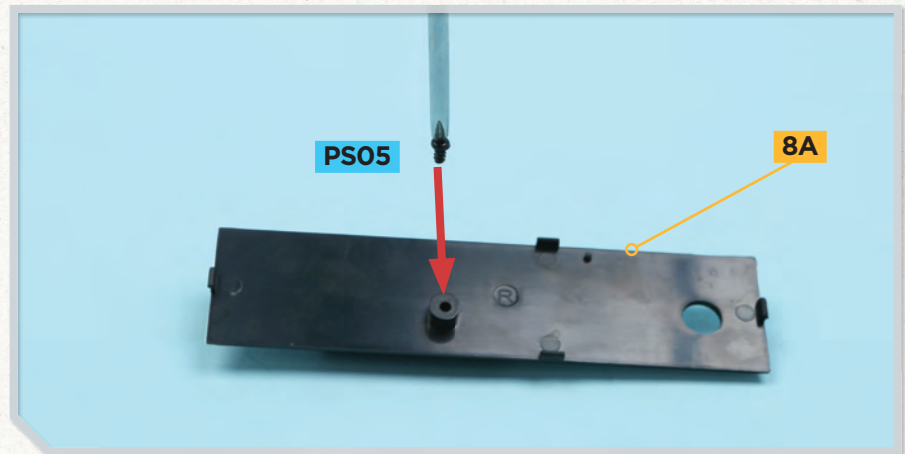


STEP 1

Take the arm rest **8C** and the middle panel **8A** for the door. Fit the small peg on the arm rest into the small hole in the panel, and fit the larger peg into the larger hole, as indicated.

STEP 2

Holding the arm rest in place, turn the assembly over and fix the parts together with a **PS05** screw.



STEP 3

Take the door assembly from the previous issue. Identify the fixing points for the panel **8A** on the inner panel **7A**: small tabs on part **8A** fit into rectangular holes in part **7A** (orange arrows). The socket on part **7A** fits into the large hole in panel **8A** (red arrow).

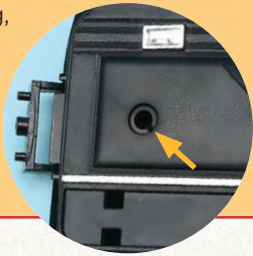


STEP 4

Fit the inner panel **8A** in place, as shown. Take time doing this as it is quite tricky. It may help to fit the two end tabs first then apply pressure to the centre to fit the top and bottom tabs in place.

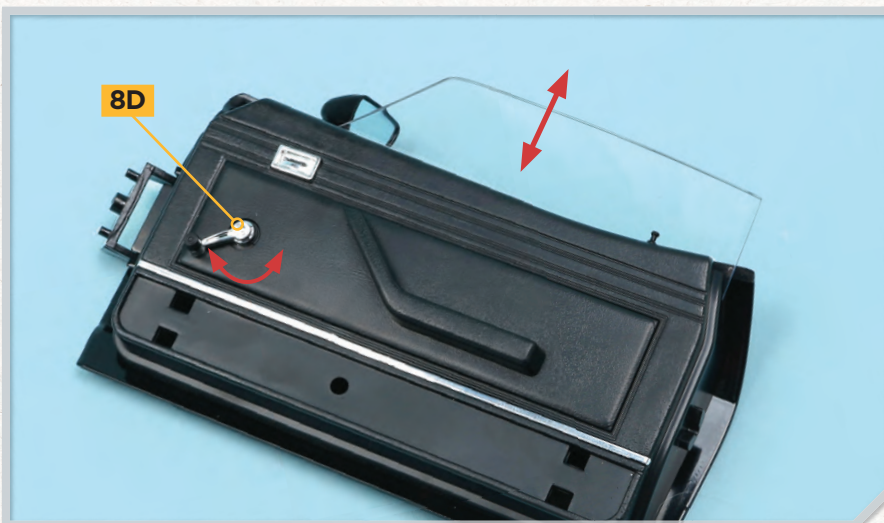
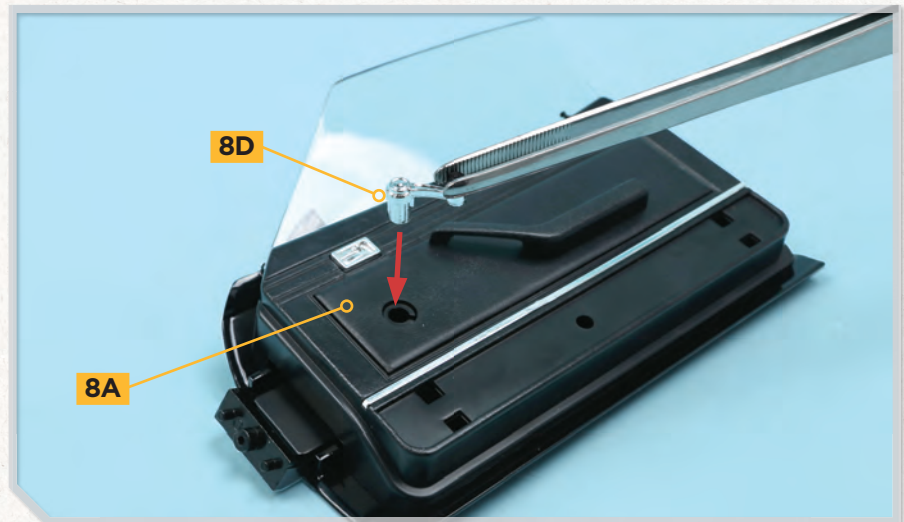
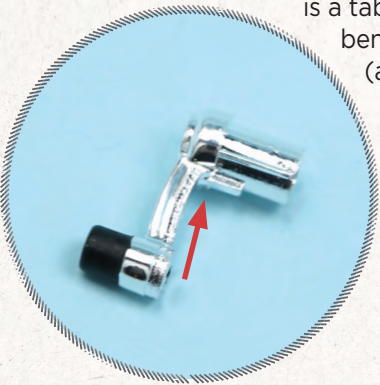
EXPERT TIP

Before fitting the panel, make sure that the medium cog, fitted in issue 6, is at the correct angle, with the notch in the hub in the position shown (arrow) when the window is up.



STEP 5

Take the window winder **8D** and fit the shaft into the socket in the medium cog **6C**. There is a tab on the shaft, beneath the handle (arrow, inset), which fits into a slot in the socket.



STEP 6

Check the operation of the winder **8D**: as you wind it clockwise the window goes down and vice versa.

Stage 8: Right Door (4)



STEP 7

Identify the fixing point for the bottom panel **8B**: tabs near each end of part **8B** fit into rectangular sockets in part **7A** (circled).

STEP 8

Clip part **8B** firmly in place, as shown. Note that the rounded corners are positioned at the bottom.



COMPLETED ASSEMBLY

Two panels and an arm rest have been fixed in place inside the door. The window winder has been fitted and the operation of the window has been tested.



Language of Customisation: Ready for Treatment

There are certain classic cars and standard models that have been in demand for customisation treatment. Companies – as well as artists and designers – have focused their efforts on creating custom cars.



Several models of Ford were early candidates for customisation. American motoring enthusiasts took up the challenge of modifying vehicles in their own particular style.

VEHICLES AND MANUFACTURERS

Model A/A-Bone The Ford Model A replaced the Model T in December 1927. With six months two-million had been sold. Available in nine body styles and the first Ford to use conventional controls, they became popular used cars for young hot

rodders – who quickly devised ways to make them lighter and faster. That was made easier by the fact that most newer Ford components bolted straight into the older models. Although replaced by the Deuce (Ford Model B) in 1932, almost a century later the Model A still remains a popular basis for a hot rod.

Bucket T (Ford) A body style of Ford Model T two-seater roadster. It gained popularity as a hot rod in the early 1950s helped by the use of one on the television detective show

Above: Muscle cars from all decades are ripe for customisation: this 1949 Oldsmobile Rocket put in an appearance at Goodwood in 2009.

77 Sunset Strip. The T-Bucket (the name is interchangeable) became so popular that everyone wanted one, leading to them being nicknamed Fad Ts. They achieved a new wave of popularity again in the 1970s.

Deuce A 1932 Ford. The car that introduced the affordable V8 engine to the masses in a very attractive

Language of Customisation: Ready for Treatment



Left: A well-cared for 1931 Model A Ford displays its engine at a show in Quebec, Canada, in 2023.

looking car. Although it wasn't the first cheap V8, Ford's policy of standardising parts meant it was easily fitted into older Fords. The Deuce became the epitome of a hot rod. The Beach Boys dedicated a song to the Deuce Coupé and even named an album after it.

DeSoto A car company formed in 1912 by Walter Chrysler and absorbed into Chrysler in 1928. Named after the Spanish explorer Hernando de Soto, the company's significance within the world of customised cars is their powerful Hemi engine and the toothed grille fitted to their 1951-1955 cars that became a must-have accessory on customs of the period.

Hurst Hurst Performance Inc. was a Pennsylvania based parts company established in 1958 that sold performance parts including Hurst Shifter gear sticks, shift knobs and mag wheels. A number of muscle cars incorporated Hurst shifters from

the factory and in some cases Hurst became a model name. Hurst experimented with several exhibition drag cars including the Hurst Hemi Under Glass - A Plymouth Barracuda with a rear mounted Hemi that performed wheelstands. The company was bought out in 1970 and is currently owned by B&M Racing and Performance.

Moon Equipment Co. Dean Moon started his business in 1950 and went on to manufacture the famous Moon Disc wheel cover, drag racing fuel tanks, steering wheels, valve covers, pedals, gauges and countless other hot rod speed products. Dean Moon used to type two dots in the Os of his name and that led to the famous Mooneyes logo. Following Dean's death the company now continues as Mooneyes USA.

So-Cal An abbreviation of Southern California and the home of the So-Cal Speed Shop, a legendary business

set up in Burbank, California. Founder Alex Xydias began selling performance parts in March 1946 and the business now has four locations in the US and Canada.

Cragar A manufacturer of extremely popular lightweight wheels, the company was set up in 1930 by Crane Gartz using the first three letters of his first and last name. Initially selling heads for Ford Model As and aircraft engines, their S/S wheel was introduced in 1964 and is still in production today.

VEHICLE STYLES

Street Machine Broadly defined, any modified post-1948 car that doesn't strictly meet the criteria for a custom car can probably be classed as a street machine.

Coupé Initially any two-door car with a closed roof, intended as a two-seater with an interior space under 33 cubic feet, although the definition of coupé has blurred over the years. Many coupés came as three- and five-window variants depending on whether there was a window behind the door (the rear window also being counted but not the front windscreen). Comes from



Above: A 1915 Hudson tub drives out at a rally in Germany in 2013.

the French *carrosse coupé* meaning a cut-off carriage.

Hardtop A two-door or four-door car without a fixed centre roof pillar between the side windows.

Minitruck/Mini Truck A small pickup, often Japanese in origin, customised for looks and performance. Popular in the 1980s and 1990s, the trend was for radically lowered trucks with loud paint and graphics incorporating huge sound systems. Adopting cues from traditional customising as well as the Cal Look, bodywork was smoothed out and hydraulics fitted. Some even had tipping and dancing pickup beds and removable roofs.

Muscle Car A small or medium sized car offered direct from the factory with a performance engine.

Ragtop Any convertible with a soft fabric roof.

Sedan/Post Sedan A four-passenger car with a luggage space separate to the passenger compartment. They can be two- or four-door but have a permanent roof and fixed centre roof pillar or post.

George Barris

The self-proclaimed King of the Kustomisers, George Barris, along with his brother Sam, was instrumental in establishing and promoting trends in car customising through their business Barris Kustom Industries. Barris photographed his work for magazines, excelling at building cars for television, movies and celebrities.

Sedan Delivery A vehicle with cargo space in the back and based on a production station wagon.

Tub Known from the factory as the Phaeton model (a phaeton was a type of horse-drawn carriage), this is a four-seater open body, usually four-door and usually without any external luggage space.

Woody/Woodie A vehicle, often a station wagon/estate car with some or all the bodywork made from wood. Complicated and expensive to produce, the genuine woody became somewhat of a rarity post-war. Adding (usually) fake wood panels to station wagons was still popular well into the 1980s.

PEOPLE

Dutch (Von Dutch) Kenny 'Von Dutch' Howard was an artist, gun and knife maker, metal fabricator and car painter. He claimed to being one of the first, to use candy paint. He was a controversial figure, but his talent as an artist cannot be denied.

Rat Fink/Ed Roth Rat Fink was created as a cartoon sketch by Ed 'Big Daddy' Roth and was then used to promote Roth's airbrushed T-shirts business. Roth built trend-setting hot rods in order to gain entry to car shows where he could sell shirts and other merchandise.

Below: A Ford T-bucket at a show in Hampton, Virginia: the model has gone in and out of fashion, but is irresistible!



The Bucket List (2007)

A movie about two older men being told they have terminal cancer doesn't sound like it ought to be a comedy, but *The Bucket List* manages to deftly mix laughter and tears. Because you'll certainly cry when you see what happens to the 1965 Mustang.

This 2007 comedy stars Jack Nicholson and Morgan Freeman as two men who share a hospital room and gradually develop a friendship. Freeman plays taxi mechanic and trivia nut Carter Chambers, while Nicholson is a corporate billionaire, and owner of the hospital, Edward Perriman Cole.

When both men are diagnosed with terminal cancer and given just months to live, they decide to write a bucket list of all the exciting and inspiring things they would like to do before they die. The twist with Nicholson's character is that, while rich and ruthless, he is neither a racist nor a Scrooge; he's generous and displays a dry sense of humour.

DREAMING OF SPEED

It's one of Carter's dreams to drive a classic Shelby Mustang. Oddly it's not his desire to own one, just to drive one. Even before he admits to his dream there are clues, such as the Mustang reference book by his bed and a red 1:18 scale diecast model on a bookshelf in the background. His grandson gives him a keychain with a red and white 1:64 Mustang model attached: it appears to be a 1967 version and prompts him to add driving that car to the bucket list. He keeps the model throughout the film.

With Cole's massive fortune at their disposal the men can go anywhere and do anything, so after



a tandem skydive they take to the track in a pair of classic muscle cars. These scenes were filmed at the Auto Club Speedway in Fontana, California. Although the original plan in the script was to use a pair of Mustangs, Cole is behind the wheel of a yellow and black 1970 Dodge Challenger R/T.

For the film, the main Dodge used - with under 60,000 miles on the clock - had its original 318ci engine removed and replaced with a brand new (2007-built) 5.7-litre Hemi V8. A stunt version was also created and used for jumps. It's been suggested that Chrysler themselves not only provided the engine but also oversaw the construction of both cars. Both

Above: A look of pure delight is fixed on Jack Nicholson's face as his character races in a Ford Mustang.

Dodges were damaged to some extent during filming. The script called for Carter, somewhat uncharacteristically, to ram into the driver's side of Cole's Challenger several times, and watching the film it's obvious this was in fact done on opposite sides of both the two Dodges. Challenger and Mustang were each then jumped over a sand-covered ramp.

After filming, the nicer version Challenger was sold at auction for \$57,500 and still survives largely in movie-used condition. The other Dodge was repaired and both were

last heard of as part of the fleet of a company that rents vehicles for movies and promotional work. It also appeared in a season six episode of NCIS and the 2010 movie *The Runaways*.

SHELBY IN THE PICTURE

Meanwhile Chambers pilots his dream car; a red with white stripes 1965 Shelby Mustang GT-350. Three Mustangs were required for filming and none were genuine Shelbys or even GT models. There was one nice version – the ‘hero’ car, used for close up shots and gentle driving, plus two stunt Mustangs. All three cars were constructed by Ghostlight Industries and given four-point roll cages, black vinyl interiors with GT350 floor mats and cupholders in the centre console. All the cars had an automatic transmission since neither actors nor stuntmen want to be distracted by changing gears during filming. Supposedly while the Challengers performed flawlessly the Mustangs had various mechanical issues on set, perhaps because they were treated far rougher.



Below: A pensive Carter Chambers (Morgan Freeman) in his workshop, with his taxi behind him.

The Shelby Mustang

In reality all the 1965 Shelby GT-350 Mustangs were finished in Wimbledon White, so that’s the first suggestion that, thankfully, no genuine Shelby Mustangs were wrecked in *The Bucket List*. The Mustangs used on screen also lack the rear brake scoops located just behind the doors on the real Shelbys, and the GT350 also came with windows in the rear quarter rather than the vents of the normal street versions. The cars used in the film all appear to have been built around base model Mustangs – albeit still with the most desirable fastback body.

The stunt Mustang was damaged during the jump when it landed heavily on its nose rather than the intended slightly softer touch down on all four wheels that is depicted in the final film. The other Mustang also used for the jump was wrecked on landing – despite extra strengthening to the front inner wings and engine compartment the bodysell got

badly twisted – so once the few parts left usable were removed it was taken to a junkyard. It is presumed it was later scrapped. The nicer ‘hero’ Mustang was later sold on eBay. It was last known to be stored in a warehouse as part of a private collection of cars.

The Bucket List manages to tackle a serious subject with light comedy, yet never becomes overly sentimental or cloying, due to a decent script and the talent of the two leads. But it is still a pity they wrecked that Mustang. ■

Film Facts

Title: *The Bucket List*

Release date: December 2007

Running time: 97 Minutes

Director: Rob Reiner

Producers: Craig Zadan, Neil Meron, Alan Greisman, Rob Reiner

Distribution: Warner Bros.

Writer: Justin Zackham

Cast:

Edward Perriman Cole

.....**Jack Nicholson**

Carter Chambers **Morgan Freeman**

Matthew/Thomas **Sean Hayes**

Virginia Chambers **Beverly Todd**

Dr Hollins **Rob Morrow**

COMING IN ISSUE 9



• ASSEMBLY GUIDE

The disc brake is fitted to the front right wheel hub and the wheel is fixed on to the hub.

• HISTORY OF THE FORD FALCON

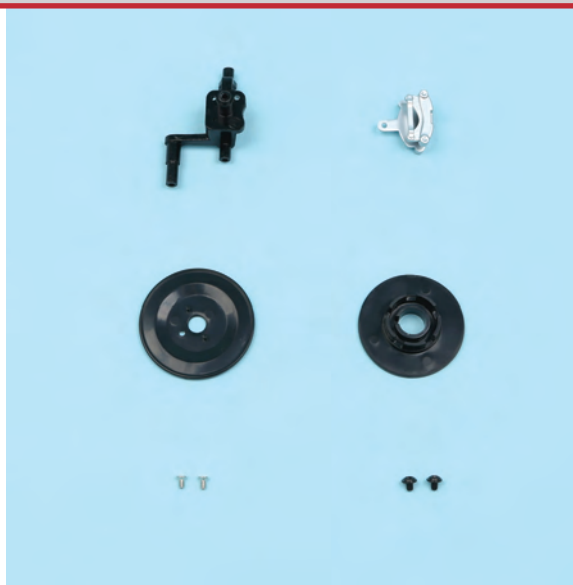
The American automobile market changed after World War II, and became influenced by developments in Europe and Japan, as well as by changes in domestic demand.

• CARS ON SCREEN

In *Dumb and Dumber* (1994), two annoying idiots driving a Ford van disguised as a dog across America proved a box-office success that achieved cult status.

NEW PARTS

Front right wheel hub, disc brake caliper, inner protective plate, brake disc and screws.



Published weekly
UK: £10.99
AUS: \$21.99



hachettepartworks.com/FordFalcon