

# THE ICONIC FORD FALCON XB GT

SCALE  
1:8



Front Right Seat



European Specials

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POST-APOCALYPTIC EDITION

# THE ICONIC FORD FALCON XB GT

ISSUE 15

## ASSEMBLY GUIDE

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The rear of the front right seat back is fitted to the assembly from the previous issue.

## HISTORY OF THE FORD FALCON

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When your name is above the door, a special build car for personal use is easy to accommodate.

## DESIGNS FOR A NEW ERA

10

The 1921 Lancia Lambda was a major step forward in car design with its unique body construction.

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



# Stage 15: Front Right Seat

The rear of the front right seat back is fitted to the assembly from the previous issue, and then the seat back is fixed to the seat base.

## List of parts:

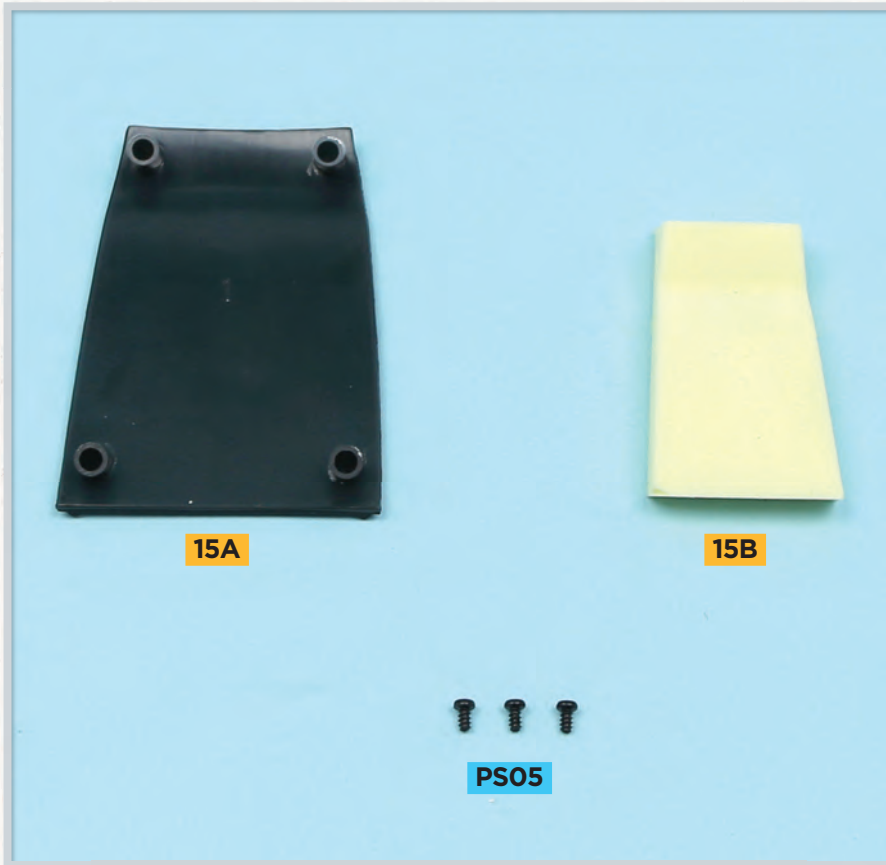
**15A** Right seat back rear panel

**15B** Right seat back foam

**PS05** Three\* 2 x 4mm PB screws

\* Including spare

PB = Pan head for plastic



## Area of assembly



## Stage 15: Front Right Seat

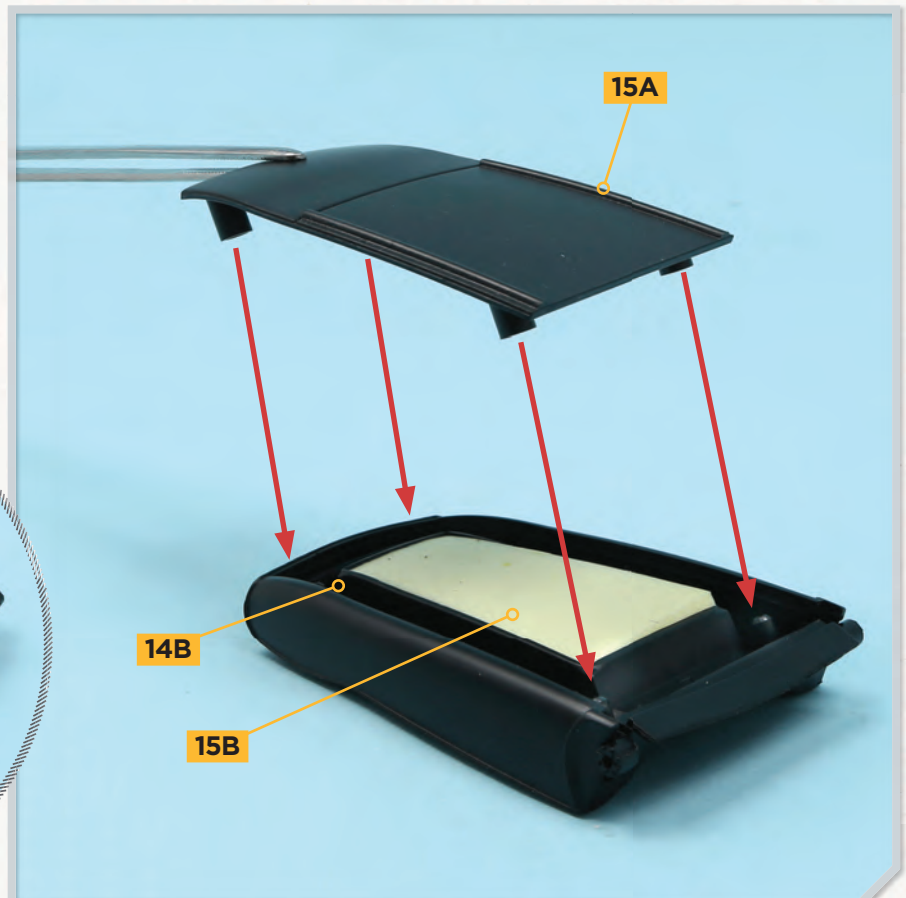


### STEP 1

Fit the foam **15B** into the seat back assembly from the previous issue. Note the shape of the foam: the angled shape at the top fits into a recess in the seat cover.

### STEP 2

Take the rear of the seat back **15A** and fit it over the assembly so that the foam **15B** is enclosed. Four pegs on the seat frame **14B** fit into the angled sockets in part **15A**. Press the parts firmly together.





## STEP 3

Take the seat base assembly from issue 13 and fit the seat back between the two flanges on the seat frame **13A**.



## STEP 4

Check that the screw hole in the flange on the seat base frame **13A** is aligned with the screw hole in the tab at the base of the seat back frame **14B**.



## STEP 5

Fix in place with a **PS05** screw.

## Stage 15: Front Right Seat



### STEP 6

Turn to the other side of the seat and check that the screw hole in the flange on part **13A** is aligned with the screw hole at the base of the seat back frame. Fix in place with a **PS05** screw.

### COMPLETED ASSEMBLY

The front right seat has been assembled.



# European Specials

## HENRY FORD II'S PERSONAL TRANSPORT

A little known chapter of Ford History shows that no matter how large a company gets, personal special build cars can be constructed when the owner's name is above the door.



**H**enry Ford II, the eldest grandson of the founder of the Ford Motor Company, is widely credited with reviving the company's post-war fortunes. Alongside his work in America, he enjoyed visiting the UK. In the late 1970s and early 1980s, Falcons and Mustangs were not an option in Europe, but HF II needed to show a bit of muscle. In 1978, Ford's global PR chief and fellow board member Walter Hayes, who was a close friend and confidant of Henry, made a promise to provide him with something special to drive

while he was in Britain. The result was a unique automatic Escort RS2000 Mk2, the first of four cars built specially for him. It was the perfect luxury car in miniature; powerful, stylish and understated. Although HFII retained a flat in London's Eaton Square, Belgravia, the cars were based at Turville Grange, his 18th century mansion in Berkshire. Each car was maintained by Ford's renowned UK Press Garage in Brentford, Middlesex.

HFII's RS2000 Mk2 is the only Roman Bronze example to emerge from Ford's Saarlouis factory in

**The Ford Escort RS2000 had many exclusive features, including bronze paintwork not available on other Escorts and two fine gold pinstripes running along the side of the vehicle.**

Germany, although the colour was available on other Fords. To give the vehicle a more luxurious and less overtly sporty feel, it had no RS2000 logos or black side stripes

While HFII could drive a manual car, he preferred automatic, which was not an option available to normal RS2000 customers, so the car was transferred from Saarlouis

## European Specials



to Ford's Cologne plant to be worked on further. There, Dieter Hahne, a graduate engineer on placement with Transmission Engineering, later to become the manager of Ford's Special Vehicle Engineering (SVE) team, oversaw the RS2000's conversion to automatic transmission.

The car was then sent to Ford's Dunton Technical Centre, Essex, where Ford's interior trim and materials specialist team installed a unique Ghia-based tan interior, featuring original RS2000 Scheel bucket seats trimmed in exquisite cream leather with a matching rear seat and complementary cream headlining. The transformation of the car was completed by an upgraded audio system. The RS2000 was enjoyed by HFII for three years under the watchful eye of Ford's UK PR supremo Harry Calton. It was eventually sold on and survives in its original specification in the safe hands of an enthusiast.

**The second Capri built for HF II was a particular favourite. It is shown here when it came up for auction in 2021 after full renovation.**

### SPORTY CAPRI

HFII's next special-order UK car, a Capri, was less customized than the RS2000, but featured every conceivable extra, and was assembled with extra care. The more overtly sporting 3.0S, which had become top of the Mk3 Capri range, had a black rear spoiler and dramatic side stripes to contrast with its Strato Silver exterior. HFII liked the more responsive suspension of the S, but as he mostly used the car in an urban setting, taking trips into nearby High Wycombe and Maidenhead, he preferred the automatic gearbox. The 3.0S could only be ordered

**HFII's first Capri didn't stay with him as long as intended because it was damaged by a staff member.**

with automatic transmission as a special order, however, although an automatic gearbox was standard on the more luxurious Ghia model, so HFII's may well have been the only automatic 3.0S built. This car was fitted with optional Recaro seats, trimmed in red 'Carla' tartan cloth. It went down the production line at the Niehl plant, in Cologne, Germany, carrying a hand-typed order form flagging that it was for Henry Ford II, and so it was given extra attention.







The Sierra XR4i has become a classic: this 1983 model was on show at Paignton, Devon, in 2017.

The order process was, again, handled by Ford's UK PR boss Harry Calton. HFII used the car on several UK visits before its time at Turville was cut short when a member of his household skidded on one of the local lanes and damaged the rear. After being repaired, it was sent to the Frog Island compound in Dagenham to be sold off to a dealer through Ford's used company vehicle system. It disappeared from the DVLA database in 1994 and is presumed to have been destroyed.

HFII's second Capri was an early example of the extensively re-engineered 2.8 Injection, the Capri's final hurrah. It was commissioned by Harry Calton and featured the most expensive two-tone paint scheme then available, Graphite Grey over Strato Silver. Again, carefully built at the Cologne factory in Germany by

Pages from the German brochure for the 1983 Ford Sierra show some of the luxury styling and features that made the car an obvious choice for Henry Ford's personal fleet.

a workforce who knew it was for Henry Ford II, it was a standard 4-speed manual transmission example with grey 'Carla' trim. On arrival at Ford's Frog Island, compound in Dagenham, it was registered and collected by Ford PR officer Paul Harrison, who drove it straight to Ford's SVE team at Dunton Technical Centre, Essex. Harrison remembers that although it was a standard car, it was obviously beautifully put together and drove accordingly. Rod Mansfield's team at SVE, who had developed the modifications that so transformed the Essex V6-powered Mk3 into the far better handling, Cologne V6-powered, 2.8 Injection, then

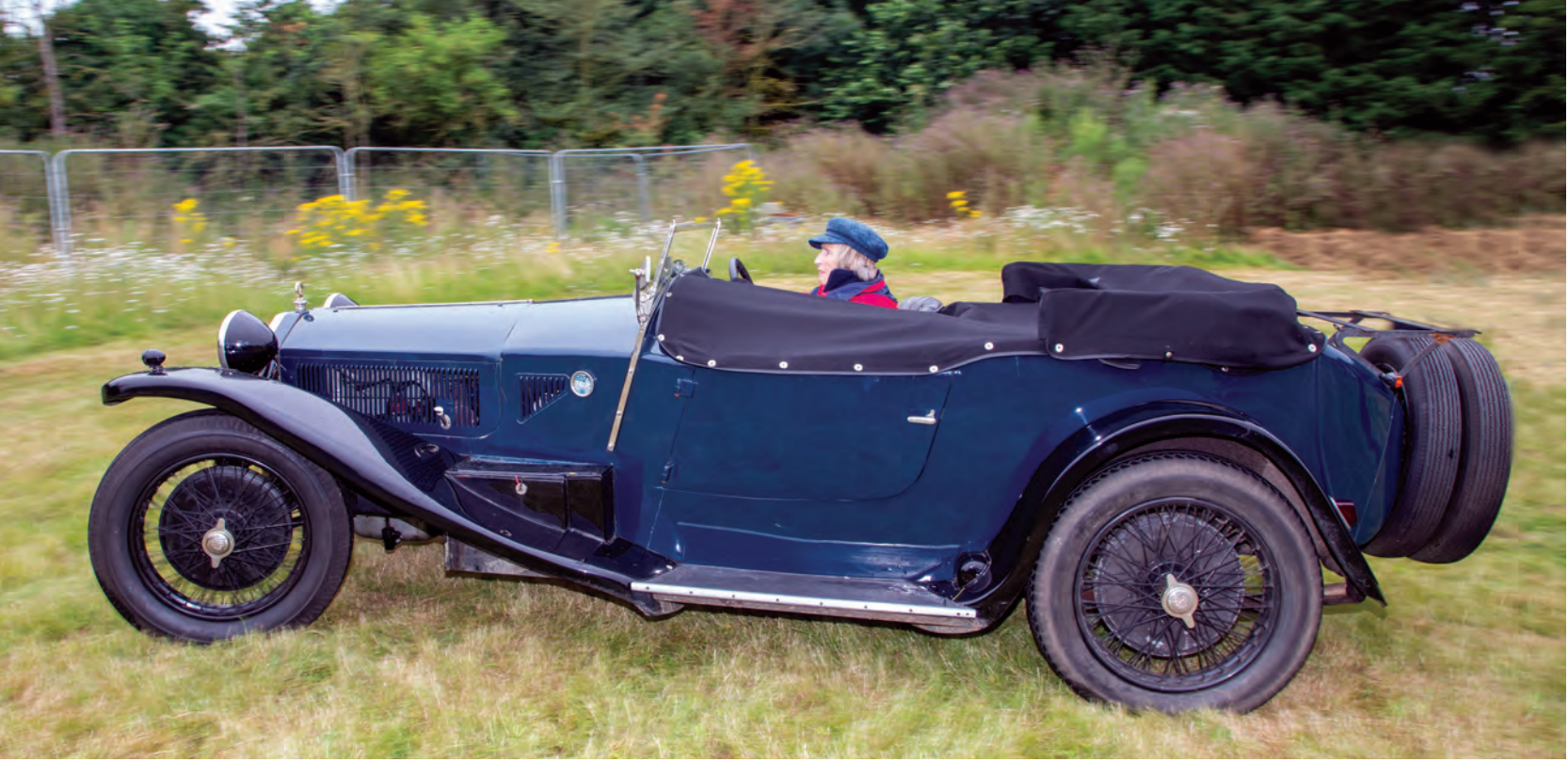
carried out the automatic transmission conversion and fitted a unique grey leather interior.

HFII apparently enjoyed this special version of the ultimate factory Capri a great deal. It survives in original HFII specification in the hands of an enthusiast.

## LAST ORDERS

HFII's last special-order UK car was built during February 1983, again with special care and attention by a workforce who were well aware it was for HFII, but this time at Ford's Genk plant in Belgium. It is one of the first Sierra XR4is off the line and is the only RHD example made in Graphite Grey, as although the colour was listed as available at the XR4i's launch, it was withdrawn before the XR4i was available in the UK. The car was also specified with rear seat headrests, which were optional on the German market XR4i, but also not available in the UK. It was built as a 5-speed manual, then converted to 3-speed automatic by SVE. The seats were retrimmed at Dunton in light grey leather. Its current whereabouts are unknown although it is generally thought to be extant. ■





# Lancia Lambda: A Solid Step Forwards

The 1921 Lancia Lambda was regarded as the biggest single leap in automotive evolution. It was the world's first monocoque (or unibody in the USA) car and paved the way for a construction method that became the norm for body design.

There is a generally accepted pantheon of pioneering personalities in automotive history, usually considered to be Nicolaus Otto, Gottlieb Daimler, Carl Benz and Henry Ford. There is, however, a strong case for including another name in that august group. Vincenzo Lancia can legitimately be considered to be the godfather of modern motoring. His 1921 Lancia Lambda quite simply established the construction principles and equipment specifications that still govern the production of cars today. It was, in essence, the first 'modern' motor car.

Vincenzo Lancia (1881-1937) was born near the Italian city of Turin and by the age of 19 was

a road tester and racing driver for FIAT. His biggest victory was in the 1906 Milan Gold Cup, after which he started to work on producing his own cars, which began to appear in 1907, although he continued to race for Fiat until 1908. The early Lancia models followed the usual contemporary methods of construction until the arrival of the Lambda 14 years later. That was the car that broke all the production rules of car manufacture at that time, and broke them for the better.

There was the abandonment of the accepted building procedure of adding a car's body to a ladder-frame of chassis rails, along with other mechanical components

**Above: A Lancia club member enjoys the style of the Lambda.**

such as suspension, engine and transmission. Instead, Lancia's design for the Lambda centered upon a unitary body design that did away with the chassis altogether. Body and chassis became one unit with much more integral strength and less weight, and the mechanical components were attached directly.

## UNIBODY INSPIRATION

There is a story (perhaps fanciful) that Vincenzo conceived the concept of a unibody car after a rough sea journey on which he was both reassured by and impressed

Right: The saloon version of the Lancia Lambda had a longer wheel base; the roof was detachable.



with the strength of the ship's hull as it cut through the waves. Whatever the reason behind it, Lancia applied for and received a patent for unitary construction and the first Lambda, a four-seat tourer, was ready for testing in 1921.

During the autumn of that year, Vincenzo rigorously tested the car in the mountains near Turin calling on all experience as a racing driver to further enhance its specification. A year later, the car was introduced at the Paris and London motor shows and its specification astounded both press and public alike.

It was the first car to feature a load-bearing unitary body, albeit

a touring convertible without a stressed roof, although a hard-top was available for converting the Lambda into a saloon. No doubt remembering how much he would have appreciated better brakes during his racing days, Vincenzo specified that the Lambda should have brakes on all four wheels. It was the first car to be equipped in this way, and it was a major safety improvement in a period when cars were expected to stop with just rear wheel brakes so that the front wheels could be left unimpeded for steering purposes.

Another way in which the Lambda took contemporary car design thinking out of the horse

and cart days was in pioneering the use of independent front suspension. This was by way of coil springs within a sliding pillar for each wheel; a system that subsequently became a signature feature on Lancias, and which remained in production until 1963.

The Lambda used a compact V4 engine of 2,120cc, which was later increased to 2.5 litres, to deliver an 80mph top speed. It was the world's first production V4. Lancia retained the configuration on a number of cars for the next 50 years. Its valves were operated by overhead camshafts and the cylinder blocks were of alloy rather than cast iron — an advanced feature for 1921! Additionally, there was recirculating pump-driven water cooling, oil lubrication under pressure and a vacuum fuel feed. These brilliant ideas, revolutionary for their time, were all rolled into the one car package. With all these innovations it is no surprise that the Lancia Lambda was immediately popular and that some 12,998 cars were produced over the decade following its 1921 launch. ■

## The Starting Point

The Lancia Lambda body was designed so that all the parts — from doors to brakes — could be fitted in place. Unitary construction meant that the pressed steel floor pan was stamped out with a tunnel for the transmission's drive shaft already incorporated into it. This allowed the Lambda's body to sit lower over the engine and transmission drive train and be unusually low-slung in relationship to the road in comparison to similarly sized contemporaries.



## Today's Treasures

The Lancia Motor Club in the UK was formed in 1947, and is the oldest club for Lancia owners and enthusiasts. It holds events throughout the summer, culminating in the Festival of Lancia. While the Lancia Lambda holds a special place, owners of any model of Lancia can join the club.

# COMING IN ISSUE 16



## • ASSEMBLY GUIDE

Work starts on assembling the left side passenger door, fitting the handle, keyhole and mirror.

## • CUSTOM MADE

If you own a fine example of customisation you want to show it off, and there are plenty of ways to display your pride and joy.

## • CARS ON SCREEN

The tale of stockbroker Jordan Belfort in *The Wolf of Wall Street* (2013) contained swearing, sex and drug use, yet it was the wrecking of a white Lamborghini that most upset the audience!

## NEW PARTS

Left door, door handle, keyhole, mirror housing, mirror plate, mirror sticker, sliding felt window band and assorted screws.



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