

THE ICONIC FORD FALCON XB GT

SCALE
1:8



The Chassis Floor Frame



The Birth of Holden

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POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 24

ASSEMBLY GUIDE

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Another section of the chassis is fitted to the assembly from the previous issues.

HISTORY OF THE FORD FALCON

6

As General Motors operations spread around the world in the 1920s, it gave rise to a marque that is renowned as Australia's very own vehicle – a small car that would be a major competitor for the Ford Falcon.

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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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.

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



Stage 24: Chassis Floor Frame

Another section of the chassis is fitted to the assembly from the previous issues.

List of parts:

24A Chassis floor frame

DS02 Five* 2.3 x 4mm PM screws

* Including spare

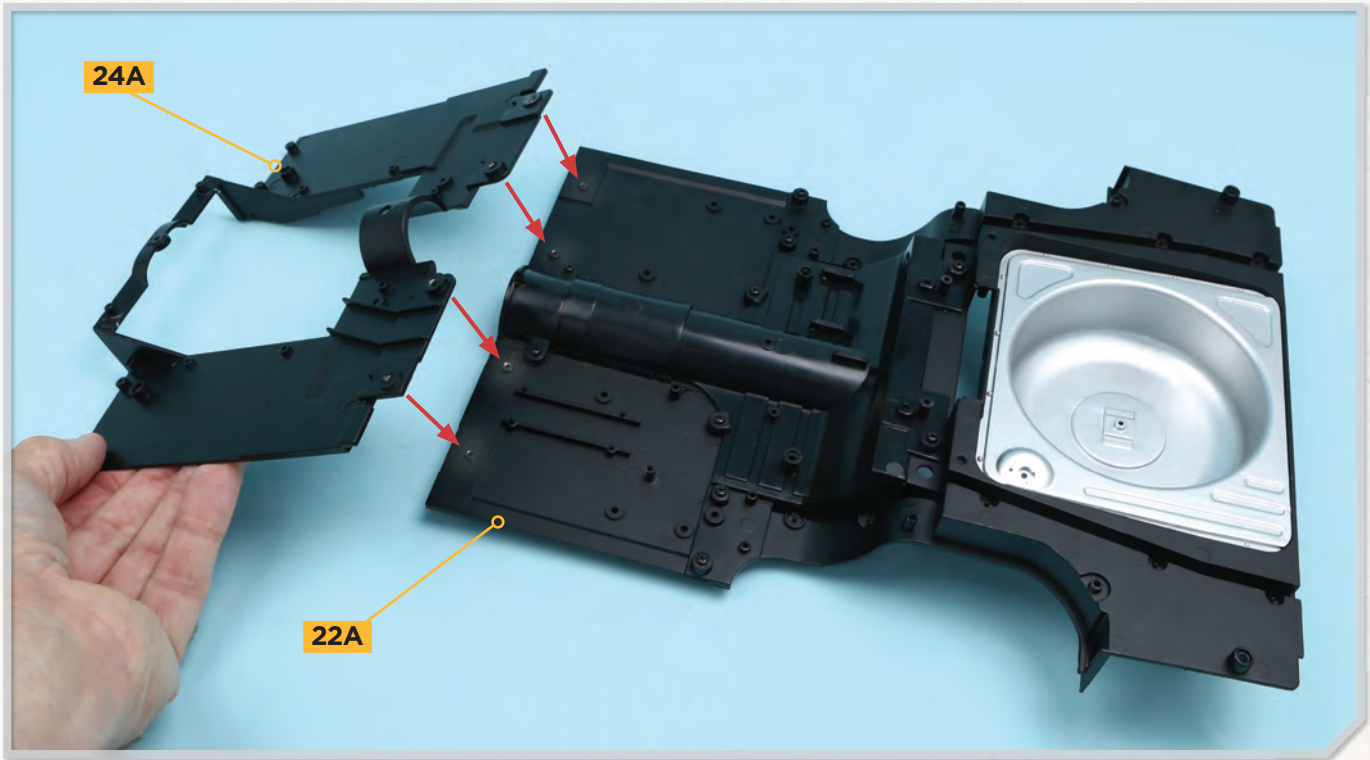
PM = Pan head for metal



Area of assembly

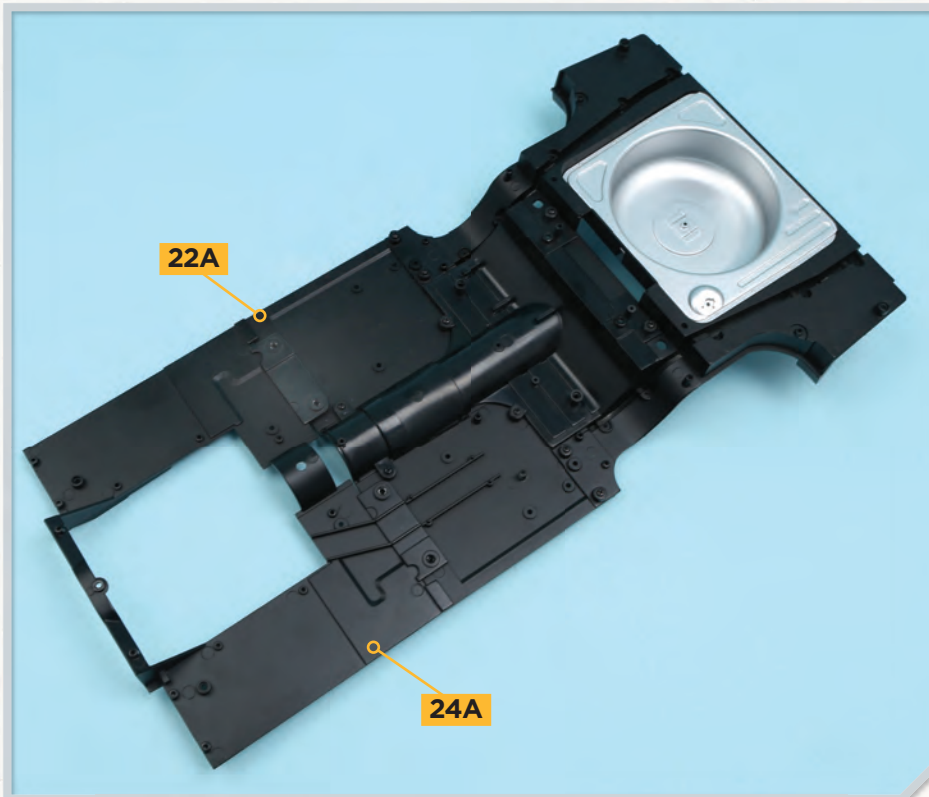


Stage 24: Chassis Floor Frame



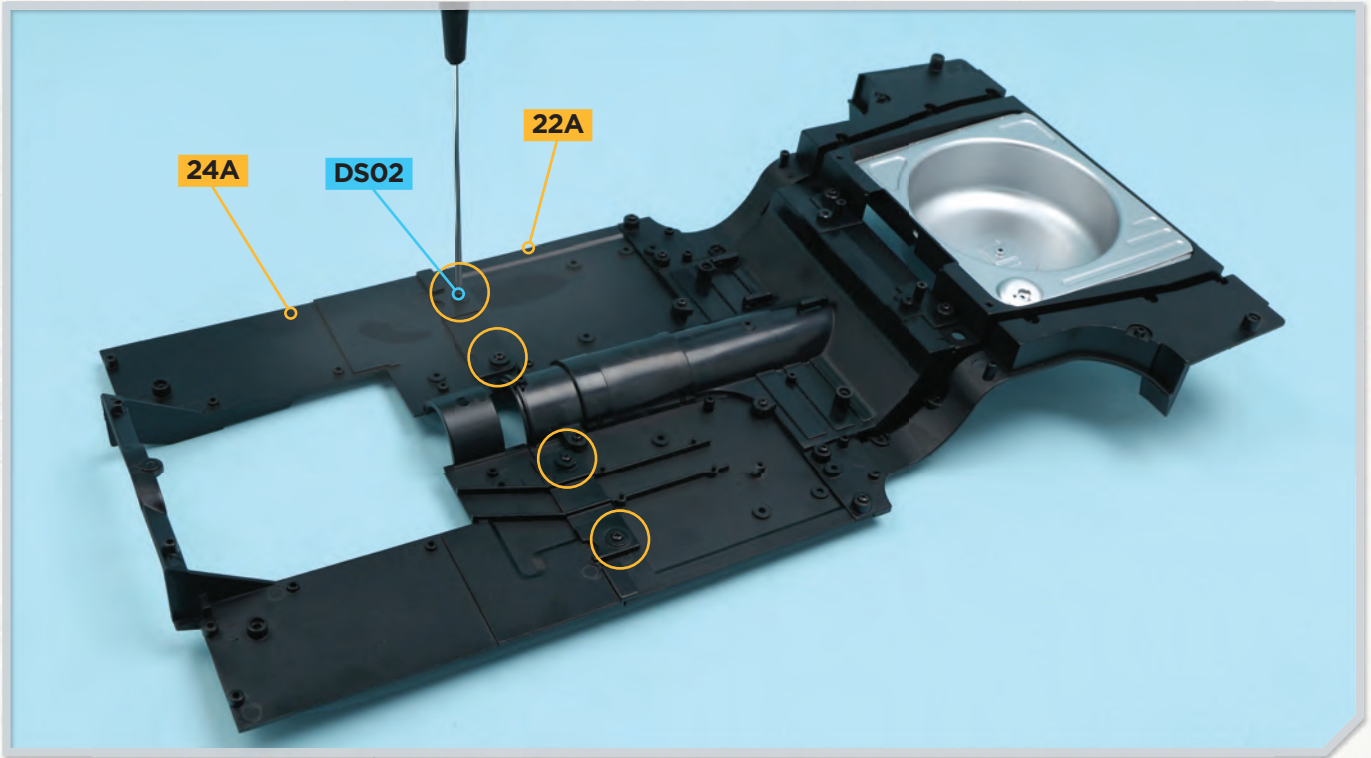
STEP 1

Take the chassis assembly from the previous issue and part **24A**. Note the orientation of part **24A**: large tabs with screw holes fit over the edge of part **22A**.



STEP 2

Fit the parts together so that the large tabs on part **24A** fit over the edge of part **22A** and the four screw holes are aligned.

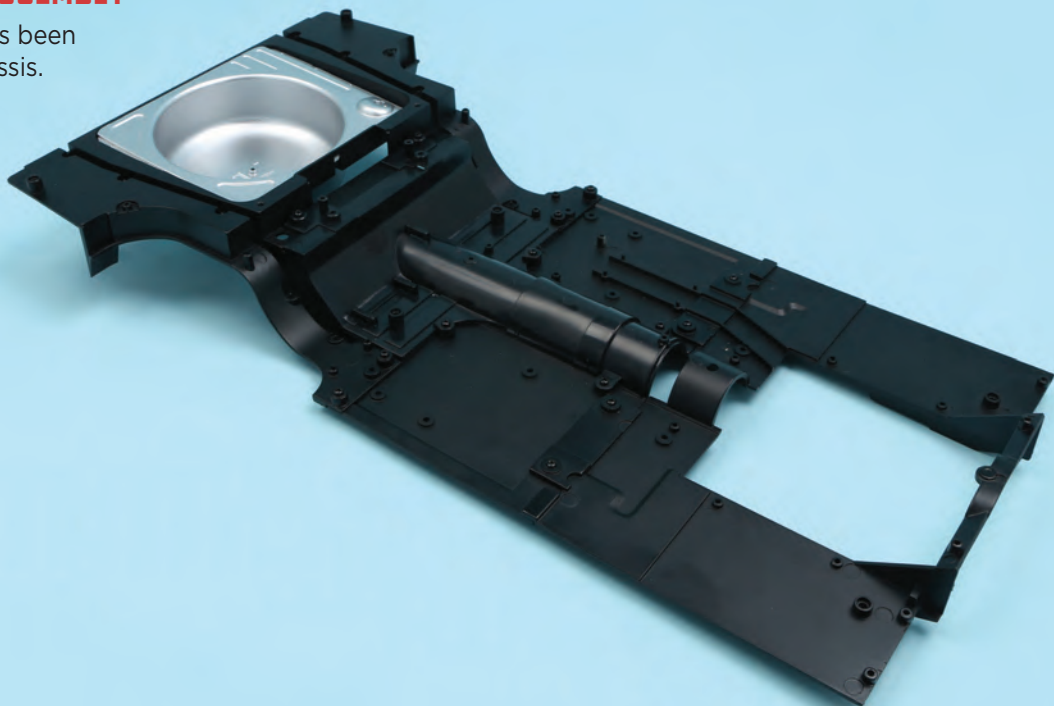


STEP 3

Fix the parts together using four **DS02** screws.
The four screw holes are circled.

COMPLETED ASSEMBLY

A floor frame has been fitted to the chassis.



The Birth of Holden

AUSTRALIAN CAR WITH AN AMERICAN HEART

As General Motors operations spread around the world in the 1920s, it gave rise to a marque that is renowned as Australia's very own vehicle, a small car that would be a major competitor for the Ford Falcon.



The Holden 48-215 was a good size, but considered by Chevrolet to be too small for the US market.

was an incredible one for GM as they bought Vauxhall Motors in the UK, opened an operation in Brazil and established bases in Germany, France and Argentina. GM India was established later in 1928 and the following year GM bought Adam Opel AG, Germany, and opened GM China, with a headquarters in Shanghai. During World War II GM was making money from the governments of Britain and Germany, as well as the USA, all of which were equipping their forces with GM vehicles.

Since the company was created in 1908, General Motors (GM) has followed a different path from most other car manufacturers. The father of the company, William Crapo 'Billy' Durant (1861-1947), was a self-made man who had left school at the age of 17 to work in his grandfather's lumber yard, sold cigars to raise money and then founded his own carriage making business in 1886, aged just 25. The Durant-Dort Carriage Company flourished and made him a wealthy man before the car had really made its mark on society.

Durant was initially suspicious of this newfangled technology but

borrowed a Buick and was convinced that automobiles were the future. He became Buick's manager in 1904 and by 1908 it was the largest automotive manufacturer in the USA. General Motors was created that same year after Durant had courted the troubled Ransom E. Olds and added Oldsmobile to the stable.

GM was always far more expansive than other car makers and by 1911 had established GM Export Co. to handle sales outside North America. By 1918 it had opened GM of Canada Ltd and in 1923 it opened an assembly plant in Copenhagen, Denmark, the first European operation. The year 1925

AUSTRALIAN FOCUS

It should, therefore, come as no surprise that Australia's own car, the Holden, was effectively a branch of GM, albeit one with a reasonable amount of autonomy. The manner of its creation was unusual however, because it was as much an Australian government initiative as it was an example of GM's avaricious global corporate strategy. As the tide of World War II started to turn towards the Allies, the Australian government, led by wartime leader Ben Chifley, recognised the need for rapid industrial growth as peace returned to the country. It also saw that Australia's post-war economic

success would probably have to lie as much in industry as it would in established agricultural expertise. The government felt that having its own vehicle production and development would be part of this and initially approached UK manufacturers with this idea in mind. It is perhaps a portent of the problems the British motor industry would face in the second half of the 20th century that all the major UK manufacturers turned Australia down; the general feeling was that Britain had too much on its plate to think about opening an arm on the other side of the world.

GM, however, welcomed the Australian government's advances, with its generous set up plan and financial support. General Motors- Holden was created within days of the Japanese signing the surrender document that finally ended World War II, although the deal had been planned for some time before that.

Holden had been founded in 1856 as a saddlery manufacturer



The Australian Prime Minister, J. B. Chifley, at the launch of the Holden in Melbourne, November 1948.

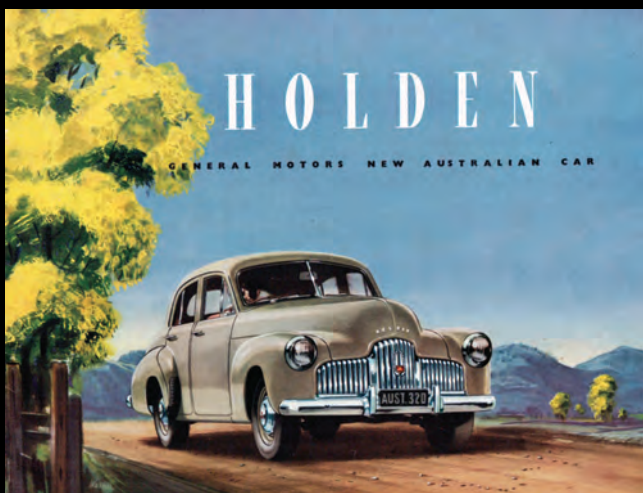
but diversified into coachbuilding and from that into making steel monocoque bodies for various manufacturers. GM had purchased a controlling financial stake in 1931, but it was not designing and building whole cars. Following the Australian government's initiative,

GM moved quickly to create a car that was marketed as being uniquely Australian, but which was actually a design that had been rejected by

Chevrolet because the company believed it was not right for the US-market. However, it was developed in Australia and strengthened to make it suitable for Australia's unmetalled roads. Special attention was paid to making it dust proof, which proved to be a big sales attraction in the more arid regions of Australia.

The car was launched as the 48/215, after the year and the approximate size (2171cc or 32.5 cu ins) of its 60bhp six-cylinder cast-iron pushrod OHV engine. It set the template for the Australian car known as the six/six, meaning six cylinders and six passengers.

Even though it was the only model available, with very limited colour and trim options, Australia's own car was a huge success. It was joined by a 'Ute' or pick-up version in 1950, the 50-2106. It would remain in production until 1953, by which time more than 120,000 units had been produced. ■



The brochure presented the Holden as a robust Australian vehicle, which was equally suitable for family and business use on long, dusty roads.

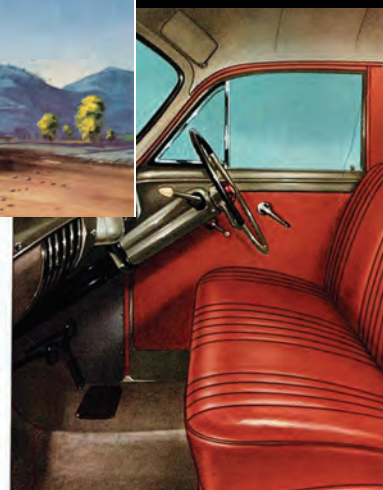
55 1/2 in., head room: front 57 in., rear 56 1/2 in. These figures may not mean much unless you compare them; so check them against your present car, whatever its size. You will find that Holden compares favorably in leg room, seating width and head room with even the biggest sedans.

This regard for passenger comfort is carried even further. Holden is an easy car to get into and get out of; good wide doors hinged at the front, no running boards and a low floor level mean new convenience.

You don't climb in or scramble out—you step in and out with ease and dignity. A great boon for women and elderly people.

The front seat is adjustable to give a comfortable driving position for every driver. A touch on the regulator at the right-hand side of the seat and it moves easily—not only backward and forward but in height as well.

The instrument panel of the new Holden is restrained in design and in the line of fact. On the left hand side there is a glove box to carry maps and odds and ends, while the instruments are all grouped for easy visibility right under the steering wheel. The steering wheel itself has only two spokes, permitting clear vision of the instruments at all times. Mounted on the steering column just under the wheel is the gear change



COMING IN ISSUE 25



• ASSEMBLY GUIDE

A panel is fitted to the chassis assembly from the previous issues.

• CARS ON SCREEN

Goldfinger, the third James Bond movie, featured an Aston Martin DB5 — a car later dubbed 'The Most Famous Car in the World.'

NEW PARTS

Floor panel and assorted screws.



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