

THE ICONIC FORD FALCON XB GT

SCALE
1:8



Right Wheel Hub and Brakes



Compact Revolution

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POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 9

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

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The U.S. automobile market changed after World War II, influenced by changes in domestic demand.

CARS ON SCREEN

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Dumb and Dumber saw a Ford van disguised as a dog being driven across America!

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 9: Front Right Wheel Brakes and Hub

Parts are fitted to the front right wheel that was supplied with issue 2.



List of parts:

- 9A** Front right wheel hub
- 9B** Disc brake caliper
- 9C** Inner protective plate
- 9D** Brake disc
- DS31** Two* 1.8 x 4.0mm PB screws
- DS04** Two* 2.3 x 3.0mm PWM screws

* Including spare

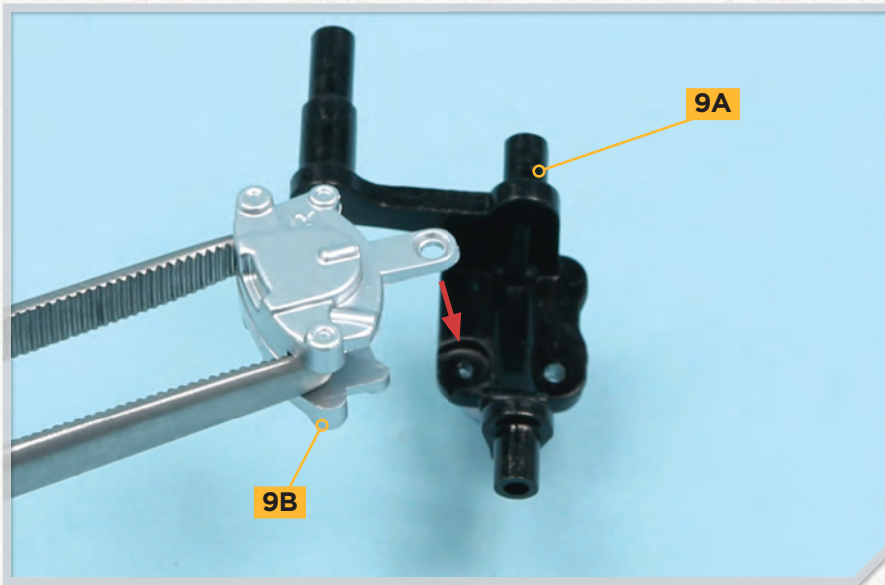
PB = Pan head for plastic

PWM = Pan head with washer/flange for metal

Area of assembly



Stage 9: Front Right Wheel Brakes and Hub

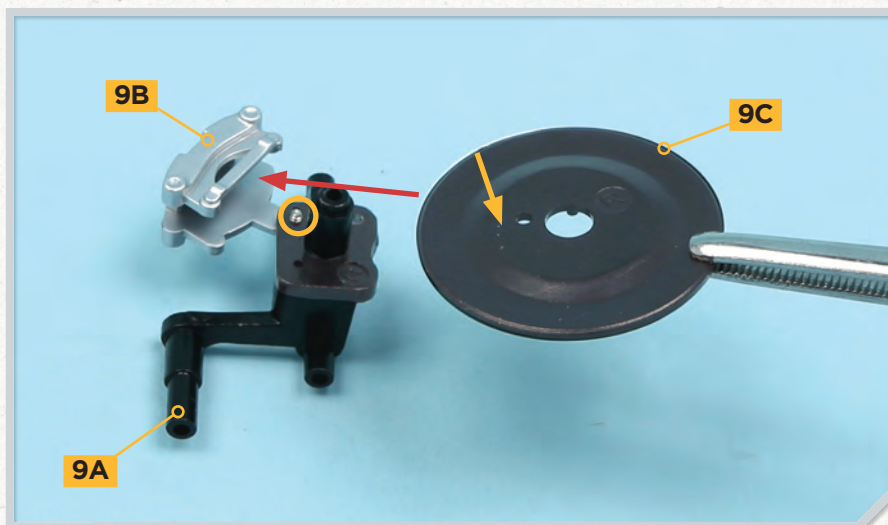
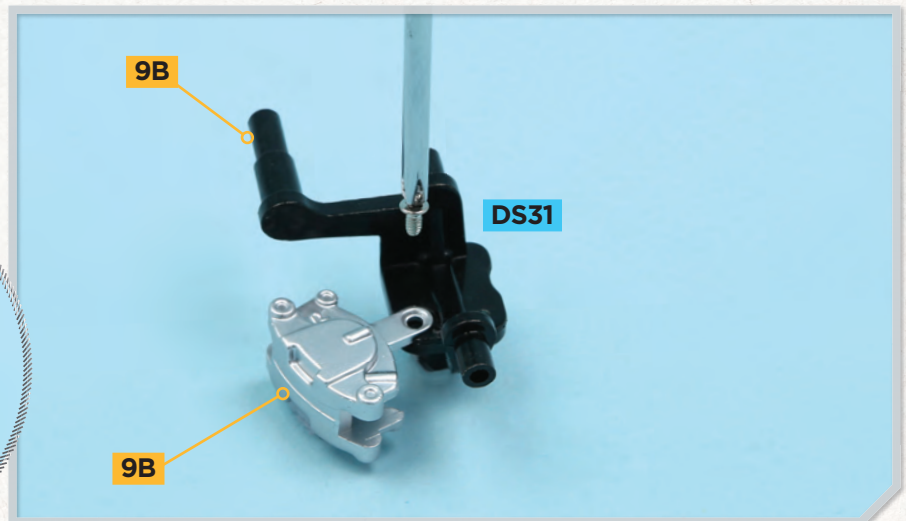


STEP 1

Take the wheel hub **9A** and brake caliper **9B**. Check how the parts fit together: a tab on part **9B** fits into a recess in part **9A**.

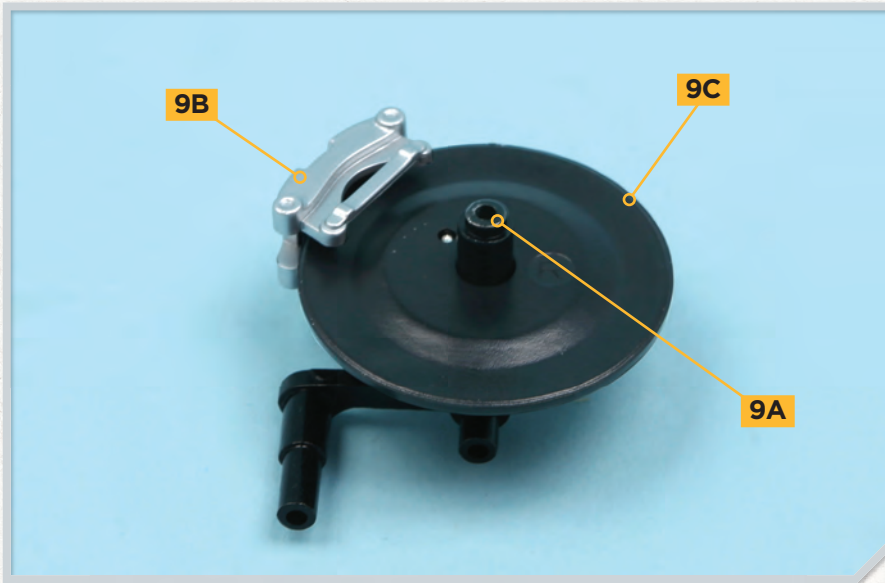
STEP 2

Fix part **9B** in place with a **DS31** screw. Make sure the screw is fully tightened so that part **9B** cannot move.



STEP 3

Turn the hub and caliper assembly over. Take the protective plate **9C** and fit the rim under the bar on part **9B**. Note that in this view, the pegs on part **9C** are facing downwards. The pegs fit into holes in part **9A** and the screw fitted in the previous step (circled) fits into the small hole in part **9C** (orange arrow).

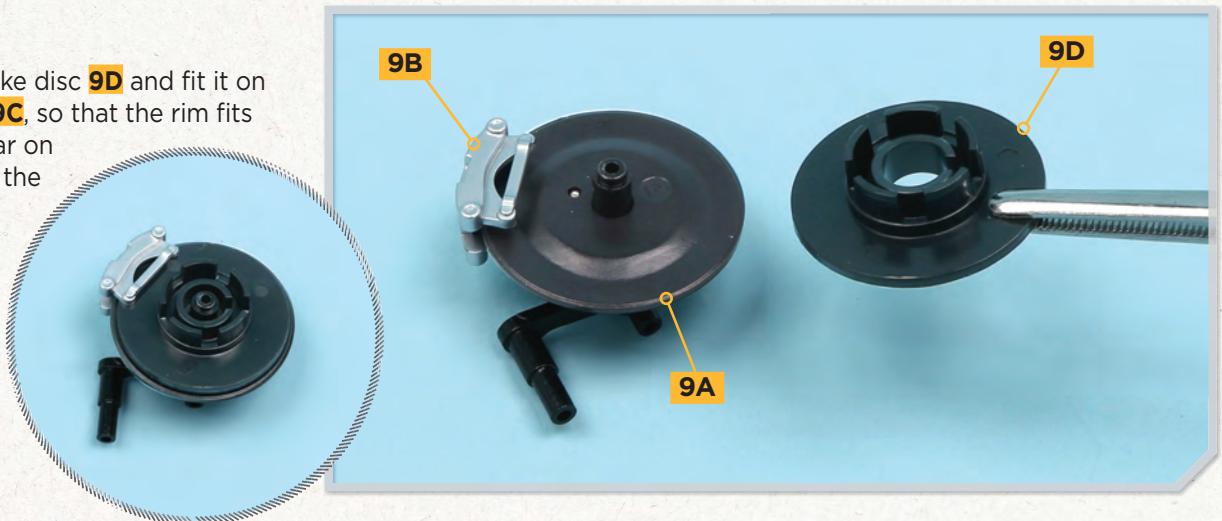


STEP 4

The centre of the plate **9C** fits over the central hub of part **9A**.

STEP 5

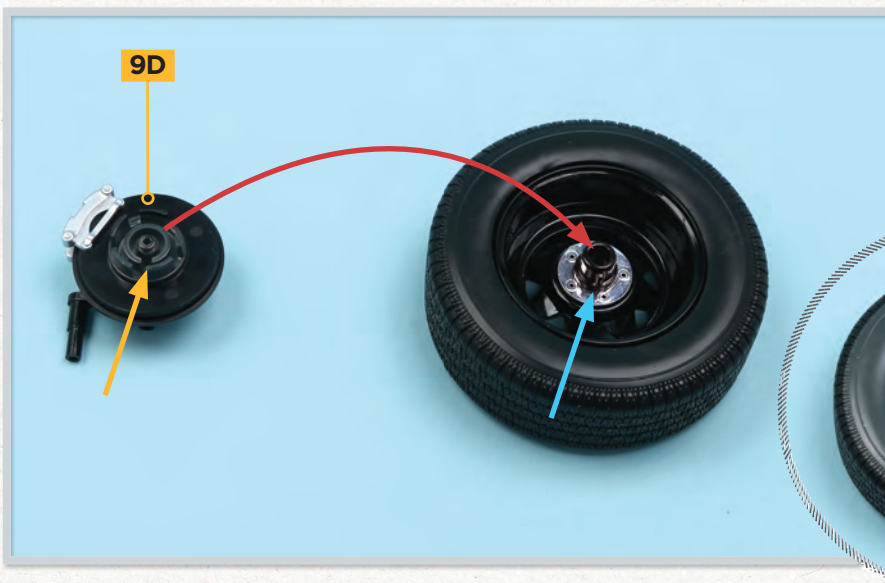
Take the brake disc **9D** and fit it on top of part **9C**, so that the rim fits under the bar on part **9B** and the central hole fits over the hub on part **9A**.



STEP 6

Take the wheel assembly from issue 2. Check how the assembly from step 5 fits into the centre of the wheel. Note that there is a notch in the brake disk **9D** (orange arrow)

that fits over a tab in the wheel assembly (blue arrow). The inset shows the brake assembly in place.



Stage 9: Front Right Wheel Brakes and Hub



STEP 7

Fix the wheel on to the hub using a **DS04** flange screw.



STEP 8

Take the hub cap **2C** supplied with issue 2 and fit it into the centre of the wheel so that it covers the screw head. This is a magnetic connection.

COMPLETED ASSEMBLY

The disc brake has been fitted to the wheel hub, and the wheel has been fixed to the hub.



A Compact Revolution

HOW THE BIG THREE APPROACHED THE MARKET

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



In 1947, VW produced just 6,000 cars, a remarkable feat so soon after the war, but only a mere handful of them made their way to America. By 1960 they were making 865,000 cars a year, and there were already over 150,000 VW Beetles in the USA. Suddenly the USA's Big Three – GM, Ford and Chrysler – sat up and took notice. All three launched new compact cars to fight the European and then nascent Japanese invasion for the

1960 model year. They didn't copy the European cars, but instead redefined what the American automobile could and should be. They had the added advantage of having a vast dealer network to sell and service these cars, something that the imports lacked at this time.

Ford's entry to the 1960 USA compact car market, the Falcon, broke away from using a separate chassis in favour of a monocoque or unibody construction. It was a well-

Above: When the Chevrolet Corvair hit the market in 1960 the advertising was unforgettable!

engineered but very conventional car that could almost have been a product of Ford Europe. It may have been a little understated and even anonymous, but it was also elegant and restrained. It was a huge success, with over 435,000 units being produced in the first year, a new record for a first year of sales.

A Compact Revolution



Left: The Plymouth Valiant from 1960 was aimed at young married couples and small families, and was advertised as "Nobody's kid brother, this one stands on its own four tires".

The record was not broken until the Mustang came out in 1965 – and that car was based on the Falcon parts set. The Falcon went on to sell even more in its second year, almost 500,000, as it proved to be just what the new suburban families needed. It should be noted that the smallest engine available was an 85 bhp, 144 cu in (2.36 litre) straight-six. That is pretty much double the size of the engine in a VW Bug, in a car that was 181 inches long (VW 160 in) and weighed 3,605 lbs (VW 1,652 lbs) so while it was 3 feet shorter than Ford's full-size cars it was considerably

larger than the competition that had prompted its creation.

BRAVE DECISION

This was a brave move by Ford. The so-called 'New-size Ford' arrived two years after Ford had created the four-model Edsel Division, which had been a humiliating failure for the blue oval as it resulted in the loss of around \$250 million dollars, a huge amount of money in 1959.

The neat, crisp Falcon was everything the bloated Edsel wasn't, and Ford's continued confidence was well placed. Chrysler, on the other hand, appeared to have learnt

nothing from Ford's failure to launch a whole new brand, and their new compact car for 1960 was called the Valiant, which confusingly was just that initially, a single name car with no maker! Their intention had been to call it the Plymouth Falcon, which they ceded to Ford after discussions between the two companies. Unsurprisingly the single word name, 'Valiant', just baffled potential customers and within 12 months it had become the Plymouth Valiant.

Mechanically, it was quite similar to the Falcon, being a front engine, rear-drive car built on monocoque body, powered by an all-new slant-six engine of 170.9 cu in (2.8 litres). It was actually built by the Dodge Division but sold mainly by Plymouth dealers, so it made sense to call it a Plymouth, although it was later badged as the Dodge Lancer as well. It sold well, but at about half the speed of the Falcon, with a total of 194, 292 being purchased in the first year, certainly enough to make it a profitable venture. The styling by Virgil Exner's team was much more fussy and to modern eyes more old-fashioned than the Falcon, but at the time it was much praised for being aesthetically daring compared to the blander Falcon or Studebaker's entry into the compact world, the Lark. Chrysler was pioneering the use of aluminium in cars and at launch the Valiant contained 60 lbs of aluminium, which helped keep the weight down to 2,655 lbs, still more than the Falcon although it was 185.1 in long. The biggest selling Valiant saloon, the V-200, cost \$2,110, a little more than the

Monocoque Analysis

The term 'monocoque' was originally used for boat construction, where the main layer of the construction (the skin) bears all the forces (rather than a frame bearing the forces with a skin applied to the frame). The term is also used for particular styles of aircraft construction. In automobiles, the term monocoque is generally used to describe road cars with a unibody construction where the body, floor and chassis form a single structure. In early road cars there was a chassis, and the body of the car was fitted on that frame. The monocoque construction means that the vehicle is lighter than cars with the traditional structure.



Left: The Falcon styling was a major change from earlier Ford models.

Falcon's price of \$1,974, although the base V-100 cost only \$2,033 so the pair were competitive on price. The Valiant made a name for itself on 31 January 1960, when three Hyper-Pack Valiants took first, second and third in a 10-lap compact car race at Daytona Speedway in front of TV cameras.

THE GM APPROACH

Chrysler and Ford had adopted monocoque construction, which was becoming the norm worldwide, but produced cars which were resolutely conventional and were easily understood by the mechanics working in their dealerships. General Motors, however, had the confidence to take on the world and produce the most technically advanced cars available for sale at reasonable prices anywhere in this era. They had pioneering turbocharging, lightweight aluminium V8 engines (which would of course go on to become the Rover V8) and a whole host of other innovations. GM threw resources at their entry into the compact market and came up with something so radical that it still divides opinion among enthusiasts,

the Chevrolet Corvair. Launched on 2 October 1959, it looked bang up to date – more characterful than the Falcon, but lower and sleeker than the Valiant. It was, in some ways, a take on a hypothetical 'modern super Beetle' (which has been a 1930s design). The Corvair had a rear-mounted, air-cooled horizontally opposed engine but GM supersized the concept as it was 180 in long and the engine was a newly designed, lightweight aluminium, 6-cylinder unit of 140 cu in (2.3 litres). Buyers were initially unsure of this radical vision of the future which was competitive on price to the Falcon and Valiant, but

sales took off after the sportier Monza Club Coupe was launched in April 1960. It had found a different niche, enthusiastic younger drivers who liked the performance, handling and manual gearchange. By the year's end, 250,007 Corvairs had rolled off the line and it looked like GM had radically changed the American automotive market. The 1962 Corvair Monza Spyder built on the car's sporty appeal and high-technology image by adding a turbocharger as well as sports suspension. Ralph Nader's 1965 book, *Unsafe at Any Speed*, eventually destroyed it, however, despite a new equally stylish Corvair range appearing in 1965. Its days were numbered and the last Corvair was built on 14 May 1969, after three years of desultory sales caused partially by Nader's book, and partially because customers preferred the simple, more brutal charm of a Ford V8 Mustang or Chevrolet Camaro. ■

The Falcon proved to be just what the new suburban families needed

The brochure for the Falcon from 1960 emphasised many technical features.



Dumb and Dumber (1994)

Two annoying idiots driving a Ford van disguised as a dog across America doesn't sound like the most promising plot for a film, but this slapstick buddy movie proved to be a box-office success that has achieved cult status.



Film Facts

Title: *Dumb and Dumber*

Release date: December 1994

Running time: 106 minutes

Director: Peter Farrelly

Producers: Charles B. Wessler, Brad Krevoy, Steve Stabler

Production companies: Katja Motion Picture Corporation, Krevoy/Stabler/Wessler Production

Cast

Lloyd Christmas.....**Jim Carrey**

Harry Dunne**Jeff Daniels**

Mary Swanson.....**Lauren Holly**

J. P. Shay.....**Karen Duffey**

Joe Mentalino.....**Mike Starr**

Nicholas Andre.....**Charles Rocket**

Originally titled 'A Power Tool Is Not A Toy,' *Dumb and Dumber* is a comedy road movie about two moronic best friends who drive from Providence, Rhode Island, to Aspen, Colorado. Jeff Daniels plays dog groomer Harry Dunne, while Jim Carrey is his buddy Lloyd Christmas, a limousine driver with a stretched 1987 Cadillac Brougham. The comedy derives from their incredible stupidity in any situation; they're witless but don't realise it, their earnest optimism keeps them going.

Harry gets fired around the time that Lloyd finds a suitcase left behind by Mary Swanson, portrayed by Lauren Holly, a

Lloyd Christmas (Jim Carrey, left) and Harry Dunne (Jeff Daniels) continued their adventure 20 years later in the sequel, *Dumb and Dumber To* (2014).

passenger he's taken to the airport. He attempts to catch her, not realising the case was left deliberately; it's ransom money for Mary's kidnapped husband. The pair decide to return the case to Mary, jumping into Harry's van which, he explains, he's spent his life savings turning into a dog.

Among fans, this 'dog' is considered to be the third character in the movie. It has the name of the business, 'Mutt Cutts', on the sides. Mutt Cutts started out as a 1984 Ford Econoline van -

Super Vans

Ford's Econoline van was introduced in 1961 as a rival to Volkswagen's popular Type 2. Available as a cargo van, pickup or minibus, it was based on Ford Falcon running gear with the engine located between the seats. The range expanded with long wheelbase variations until 1968, when a new bigger version was introduced with the option of a V8. An all-new third-generation Econoline debuted in 1975 with body on chassis construction and, from 1983, an optional diesel engine. The Econoline went through various generations, and was renamed the E-Series in 1999. The cargo van was replaced by the Transit in 2014.

it's apparently the heavier F350 model since it has the eight-lug steel wheels. It was originally white underneath all the fur, which was rolls of glued-on beige carpet. According to one source, there were a total of six Mutt Cutts vans built for use in the film. Likely there was one nice 'hero van,' with the others used for stunts or to be cut apart for interior shots.

HOT DOG

An extended one-piece front contains two small functional headlight eyes, while in the centre is a large black dog nose. There are also floppy ears, whiskers, a tongue hanging off the front bumper and lift up hind legs covering the rear wheels and fuel filler. At one point, while filling the van, gasoline flows out from underneath. With that hind 'leg' lifted it gives a good impression of a dog urinating. The van also has a tail on the roof, which was detachable when driving, plus furry dashboard and steering wheel with even more

A coating of deep pile carpet turned an Econoline van into what was meant to resemble a shaggy Basset hound.

carpet on the floor. The film's Picture Car Coordinator, Stephen Austin, recalls the carpet supplier was taken aback with how much of it was required, "they looked at us when we ordered all that carpet and said, 'you want what...?'"

After discovering Lloyd has driven them a sixth of the way across the country in the wrong direction Harry walks away, leaving the van at the side of the road. Lloyd trades it for a Taco 22

Minibike described as 'the hog.' It's stretched to allow room for two and gets great gas mileage. Later, after breaking the case open in Aspen, they buy a 1991 Lamborghini Diablo for \$275,000.

The Econoline mainly features in the first half of the film, with an impressive jump at the start. It became popular with fans and a number of replicas have been made. According to an interview, the original hero van was kept by screenwriter Bobby Farrelly, "After the movie I took it into my possession, I thought I wanna keep this thing, it's too nice," he said, adding, "a friend of mine took it and put it outside of a restaurant opening for publicity for the restaurant and a bunch of kids started climbing all over it."

What is said to be that original van survived to reappear in the 2014 sequel *Dumb and Dumber To*. It was last heard of as an exhibit at the Celebrity Car Museum in Branson, Missouri, although with so many extremely accurate fan-built replicas around, verifying which Mutt Cutts are screen-used originals isn't easy. ■



COMING IN ISSUE 10



• ASSEMBLY GUIDE

The assembly of the left front wheel begins by fitting the parts of the rim together.

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