

THE ICONIC FORD FALCON XB GT

SCALE
1:8



Left Front Wheel



The Porsche 911

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POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 11

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Continuing the assembly of the left front wheel, the tyre is fitted on to the wheel rim.

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Henry Ford II, the grandson of the founder, turned the company round at the end of World War II.

DESIGNS FOR A NEW ERA

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The Porsche 911 is an anomalous vehicle: the rear engine does not detract from its power and style.

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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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 11: Front Left Wheel (2)

We continue the assembly of the left front wheel, fitting the tyre to the wheel rim.



List of parts:

- 11A** Tyre
- 11B** Wheel nuts
- 11C** Hub cap

Area of assembly

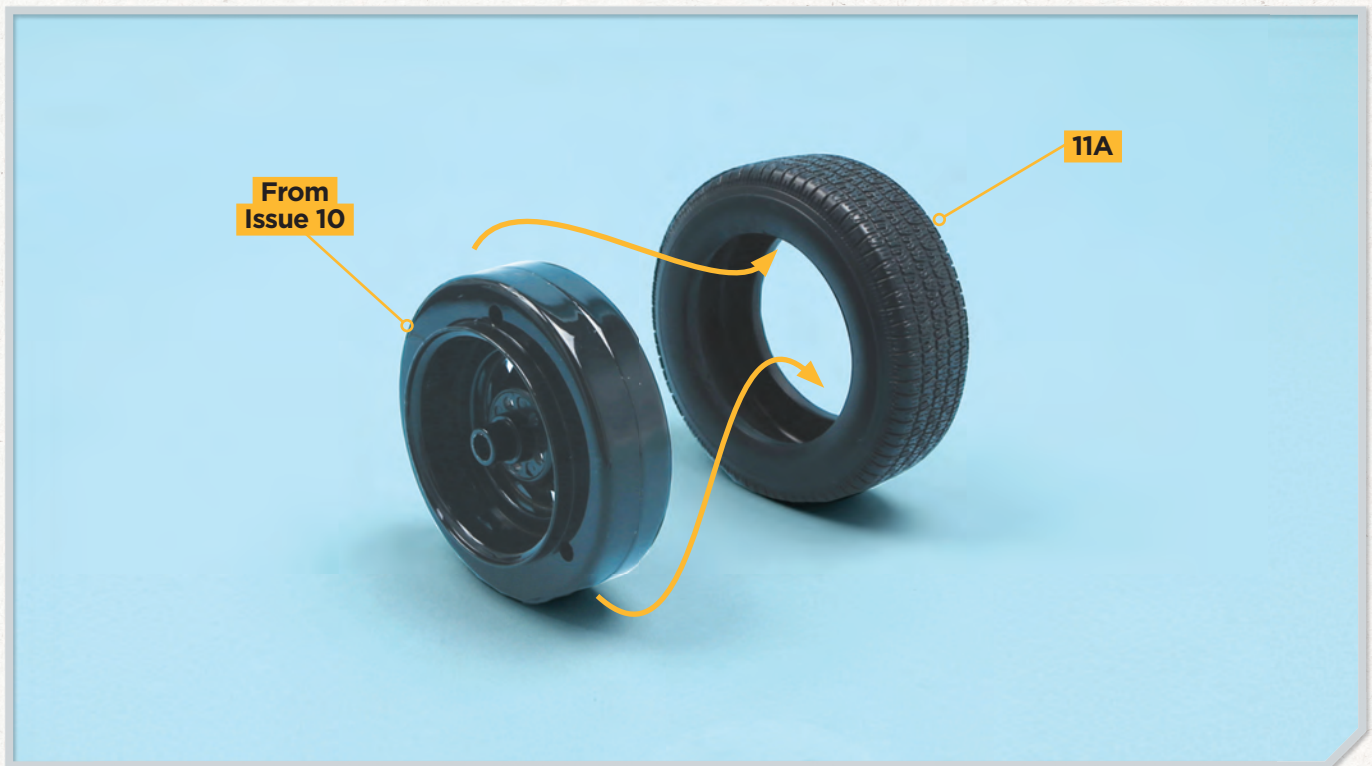


Stage 11: Front Left Wheel (2)



STEP 1

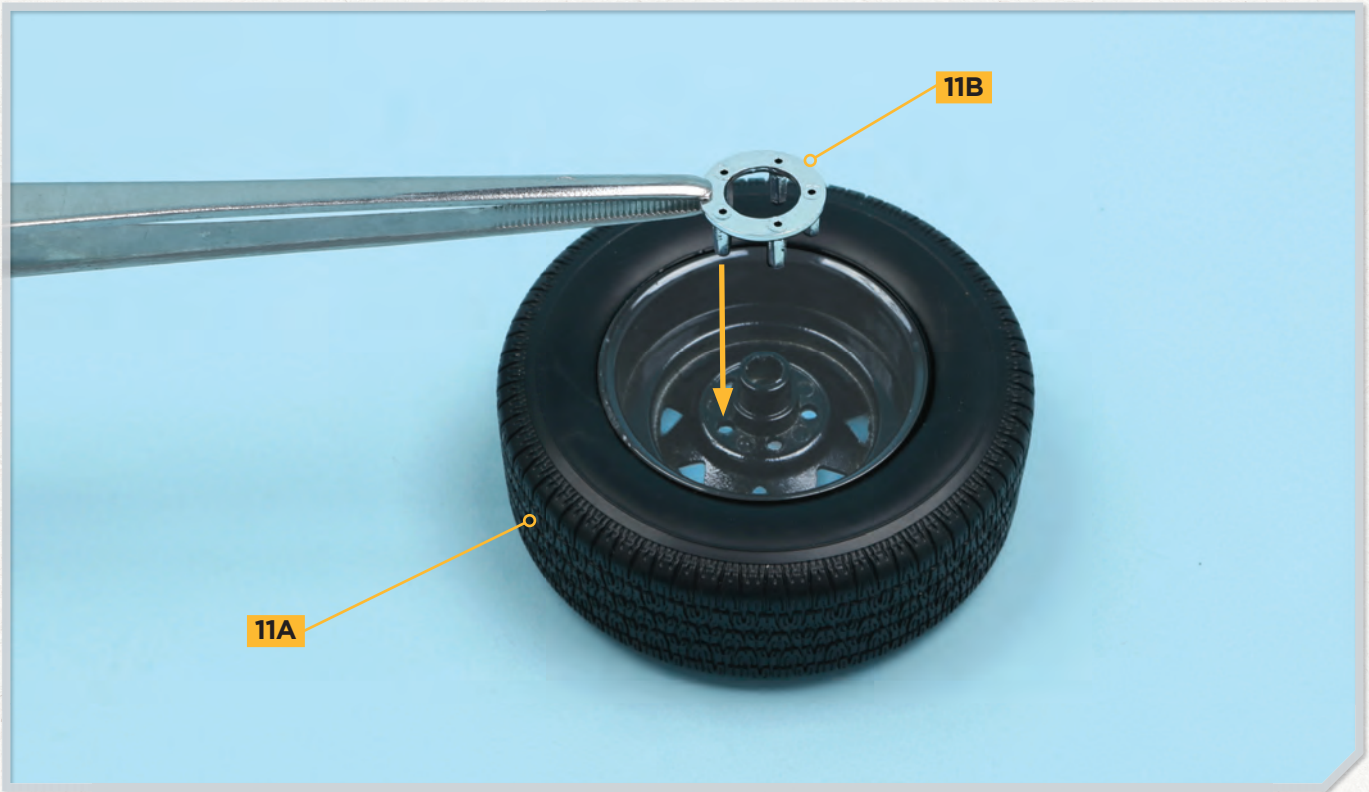
Place the tyre **11A** in a bowl of hot (65–75°C) water to make it more flexible. Be careful working near the hot water.



STEP 2

Take the wheel rim assembly from issue 10. Carefully remove tyre **11A** from the water and dry it. Check the Completed Assembly image on page 5 to see how the tyre is fitted, then fit the tyre over the rim assembly.

The external part of the wheel rim **10B** should be visible on the same side as the lettering on the tyre. It is a very tight fit, so you may need to re-heat the tyre to make it more pliable.



STEP 3

From the back of the assembly, fit the wheel nuts **11B** into the five holes in the rim of central part **10A**.

COMPLETED ASSEMBLY

The tyre has been fitted to the left front wheel rim. Keep the hub cap **11C** safe. It will be needed in the next part of the assembly.



Henry Ford II

HANK THE DEUCE: FORD'S POST WAR STEADYING HAND

Henry Ford II, the eldest grandson of the founder, became President of Ford Motor Company in 1945 and CEO two years later. He retired as Chairman in 1980 and passed away in 1987. Affectionately known throughout the Ford empire as HFII or Hank the Deuce, he is widely credited with reviving the company's post war fortunes.



Henry Ford II was born on 4 September 1917, the eldest son of Edsel Ford and Eleanor Clay Ford. The family business was part of his childhood and in 1940 he left Yale University (without graduating) and joined the firm founded by his grandfather and run by his father.

HFII's first job was as a mechanic in the dynamometer room. He also worked at the Rouge Plant in Dearborn, Michigan, and the

engineering test garage. The family tradition was to learn the business from the bottom up. In April 1941 he was given leave of absence to join the Naval Reserve. His father was ill, however, and when he passed away in May 1943, aged just 49, HFII was released from active service to return to the company. His grandfather had reassumed the reins while Edsel had been ill but was frail himself and the company was failing. The government needed

The Ford Mustang, one of Ford's most successful vehicles, was derived from the Ford Falcon under the watchful eye of Henry Ford II.

Ford as their factories were among the USA's biggest producers of military equipment and produced 280,000 Jeeps during World War II, around a third of the Jeeps produced. They also supplied amphibious vehicles, planes and many other military machinery.



Henry Ford on his 1896 quadricycle, poses with grandson HFII in 1946.

HFII initially worked with his grandfather but found that he had gathered a team of managers that were out of touch; Harry Bennett, Henry Ford senior's pistol-toting aide-de-camp was a particular problem. HFII demanded that his grandfather turn all management control over to him. "I want a completely free hand," he said, and, eventually, his grandfather relented.

TAKING THE REINS

In 1945, at 28, HFII took charge. His first act was to fire Bennett and many employees loyal to him. HFII was now, definitively, in command. He faced a formidable task: to rebuild an empire from a business that was losing nearly \$10 million a month and had chaotic labour relations. He sought help and employed a group of ten former Air Force officers who had gained notoriety during the war by creating a management information system providing the data on aeroplanes,

Production of the Ford Mercury was carried over from the pre-war business under the leadership of Henry Ford II.

personnel and munitions required by top generals for decision making. He signed them up on a package deal and gave them what then appeared to be eye-watering salaries, ranging from \$9,000 to \$16,000 a year. Among them was Robert McNamara (the man who would later go on to become US Secretary of Defence and play an active role in the Cuban Missile crisis) and Arjay Miller, both of whom later became Ford presidents. HFII also raided General Motors (GM) for the man to head the new

team, Ernest Breech, who was then probably the best production chief in the US. Raiding chief rival GM was something Ford did more than once and seemed to take pleasure in. In 1968 he stunned the industry by offering the presidency of Ford to Semon ("Bunkie") Knudsen, one of GM's top executives. HFII apparently rented a GM-made Oldsmobile and drove under cover to Knudsen's house to offer him the job. He'd fired him within 19 months, however, because he had a habit of walking into HFII's office without knocking...

The revitalisation plan worked; the 'Quiz Kids', as they quickly became known because they asked so many questions, discovered that Ford had no cost accounting. In fact, the accounts department were estimating future expenses by weighing the stacks of invoices that arrived! The company had no proper balance sheet, crude property

The Quiz Kids discovered that Ford had no cost accounting, estimating future expenses by weighing stacks of invoices.



records, scant bookkeeping and perhaps, most disturbingly of all, dead people on the payroll. The only reliable numbers the Quiz Kids could find were produced by the bank. They set about turning this around and 'Quiz Kids' soon became known as the 'Whiz Kids' as Ford slowly revived.

SUCCESSFUL BUSINESS

HFII stepped away from his grandfather's autocratic one-man management structure, which had been retained even though the Ford empire had grown too big to be managed effectively by Ford the man. For a while, HFII had a chart on the wall showing GM's organisational structure. Each division had its own cost accounting systems and became a 'profit centre'. Ford posted a \$2,000 profit in 1946 but the sleeping giant had awoken, and the profit for 1947 was \$64 million. 1947 yielded an even more impressive \$94 million.

HFII and the 'Whiz Kids' rebuilt Ford, leading with corporate structure but following it up with impressive and desirable products. Under their watch, Ford Motor Company became the second largest producer of motor vehicles in the world, with operations in 78 countries. The plant at Dagenham in the UK was hailed as one of the most of the efficient in Europe. In 1956, FoMoCo was transformed from a family business into a publicly owned corporation.

Although HFII's Edsel project posted a loss \$350 million in 1958, it was a project the Whiz Kids had advised against and was the exception that proved the rule.

HFII and the whiz kids presided over an era that was spectacularly successful for the company and produced many profitable products: the F-Series pickup, the 1949 'new'

Launching the Mustang

Henry Ford II was heavily involved in ensuring the success of the Mustang. It made its debut before the press at the New York World's Fair on 14 April 1964. When the public arrived at the Fair three days later, they were able to take a ride around the Ford stand in Mustang convertibles. The Magic Skyway was a 12-minute ride designed by Walt Disney, with cars anchored to a chain moving through a series of scenes, from the era of the dinosaurs to a futuristic city. The ride gave the public the chance to get the feel of the new car, and discover all the options and accessories!



HFII ready to launch the Mustang at the New York World's Fair in 1964.

Ford, the Thunderbird, and the sensible, compact Falcon that begat the spectacularly successful Mustang. In Europe, the Cortina, Escort, Capri and Granada owned the all-important fleet market and benefitted from careful TV placement, which saw a million children lusting after a Capri because Bodie and Doyle (*The*

Professionals) had them. An advertising campaign gave rise to the Cosworth DFV engine which dominated F1, while RS Escorts went on to rule rallying. HFII initiated the GT40 programme which gave Ford four successive Le Mans victories from 1966 to 1969. His grandfather, and father, would surely have been proud. ■



The Porsche 911: Sixty Years of Style

Rear-engine cars might not be top of the list for many drivers and car enthusiasts, but the Porsche 911 is a rear-engined car that is forever in front. Let's give the speedster a smart salute!

There is one trope all automotive journalists try to avoid, but rarely can: putting a 911 first in a group test. Stuttgart's rear-engined wonder has been winning awards since it was announced at the Frankfurt Show on 12 September 1963, and shows no sign of stopping. Whether they loved or hated the 911 before, no keen driver gets out of one that first time without smiling and admitting that they get the hype now: after driving a 911 they want a 911.

It's a unique car, from a manufacturer with a unique perspective on both the design and

construction of cars. It even has its own language; you can't just say 911, you have to say 993 or 991.2 GT3 because, while Porsche have offered a car called 911 for over sixty years, they have continuously developed it so each generation, sub-generation or homologation special has its own number, usually beginning with 9. What can't be ignored is that the 911 has been outrageously successful, whether that success is measured in revenue, sales, race victories, longevity of concept or even the reliability of individual high mileage cars. Ferdinand Porsche described

Above: The Porsche offering for 2019 was the Speedster, one of the 991 generation of the Porsche 911.

the 911 as, "The only car you could drive on an African safari or at Le Mans, to the theatre or through New York city traffic." He wasn't wrong; his eponymous company had produced a wonderful Swiss army knife of a car.

The 911 is a rare exception. A rear-engine makes sense for low-powered, small cars, where packaging is a priority, and the weight behind the axle is, thus, relatively small. The advantages are

The Porsche 911

911 – Emergency

The 911 emergency number is used all over North America, as well as in many South American countries and a few places elsewhere in the world. While the idea of an emergency number was first introduced in Britain in 1937, using 999, the 911 number was first used in Alabama, USA, in 1968, four years after the Porsche was given its number. The number also has unfortunate associations, as 9/11 is the date when New York's World Trade Centre twin towers were attacked.

clear: a larger passenger area, lighter steering (before power assisted steering was the norm), ease of maintenance – and you leave the noise behind as you drive. The Beetle, Fiat 500 and Hillman Imp prove that, but no other manufacturer has made a rear-engine layout top the class on a large or performance car. Various Tatras and Alpines, the Tucker Torpedo, the Corvair, and even DeLorean's very high-profile adventure in car making, have their place in history but none have become the icon the 911 is. A variant of the 911 has won the 24 hours of Le Mans, the Dakar Rally, and the Monte Carlo Rally. To win one of those blue riband events outright is an achievement, to win all three, and thousands more besides, is a phenomenon.

DESIGN STYLE

Since Porsche morphed from a design consultancy to a manufacturer in 1948, they have become one of the most profitable car manufacturers in the world (2021 operating profit, €5.3 billion)

Butzi Porsche (right) with the original 901 and the development team.

“The only car you could drive on an African safari or at Le Mans, to the theatre or through New York city traffic.”

Ferdinand Porsche

and nurtured a brand image second to none. You drive a Porsche because you want to drive a Porsche, not because you can't afford a Ferrari.

The first post war Porsche prototype, 356/1, was actually mid-engined. Engineered by Ferry Porsche (who'd worked with his father Ferdinand on the design of the Beetle), it used Beetle components turned 180 degrees

with a body designed by Austrian Erwin Komenda, which set the template for Porsche styling. The production 356, however, reverted to using modified Beetle mechanics in their original rear-engine layout for reasons of cost and packaging (they wanted a vestigial rear seat).

When Ferdinand 'Butzi' Porsche (Ferry's son) came to work on what became the 911, there were still packaging restraints but it featured a new 6-cylinder 2-litre 'boxer' engine. Ferry had decreed the new car would be better than the 356 in all areas, performance, refinement, luggage accommodation and driving pleasure, but Butzi and the team elected to refine the recipe they knew well, a rear-engine air-cooled sports car.

The 901 was the result. When it was announced, Peugeot immediately objected, claiming that they had the right to use three-digit numbers with a zero in the centre. As a result, Porsche changed the car's name to 911 to avoid a legal clash and because they had already designed a badge featuring a 1.

An icon was born. Production commenced in 1964 and around 1.2 million examples have now been made. The vehicle's success and popularity means that the total continues to rise inexorably. ■



In Profile

The Porsche Museum in Stuttgart, Germany – itself a masterpiece of design – displays the leading versions of the Porsche 911 that have graced the roads. The profile has changed over the years, but the distinctive long bonnet and back that slopes over the rear engine are still visible when comparing the 1964 model to the 911 on the road 50 years later.



Head to Head

The Porsche 911 has led the way in design change over the years, and the 2014 model on the right shows the change in width. The outline and details have become even smoother over the years. Drivers and owners say that the 911 humbles other supercars on the road, but you can see out of it and enter and exit with ease.



COMING IN ISSUE 12



• ASSEMBLY GUIDE

The brake parts are fitted to the front left wheel.

• CARS ON SCREEN

Nobody could forget the tricks that three Mini Coopers got up to in *The Italian Job*.

• CUSTOM MADE

Punching below the waist, we look at the tricks that customisers use on the wheels, tyres, suspension, fenders and bumpers.

NEW PARTS

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



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