

THE ICONIC FORD FALCON XB GT

SCALE
1:8



Left Door



California Style

Published weekly
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POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 19

ASSEMBLY GUIDE

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

CUSTOM MADE

7

The customisers of California developed a number of styles that ensured their vehicles had the looks to get them noticed.

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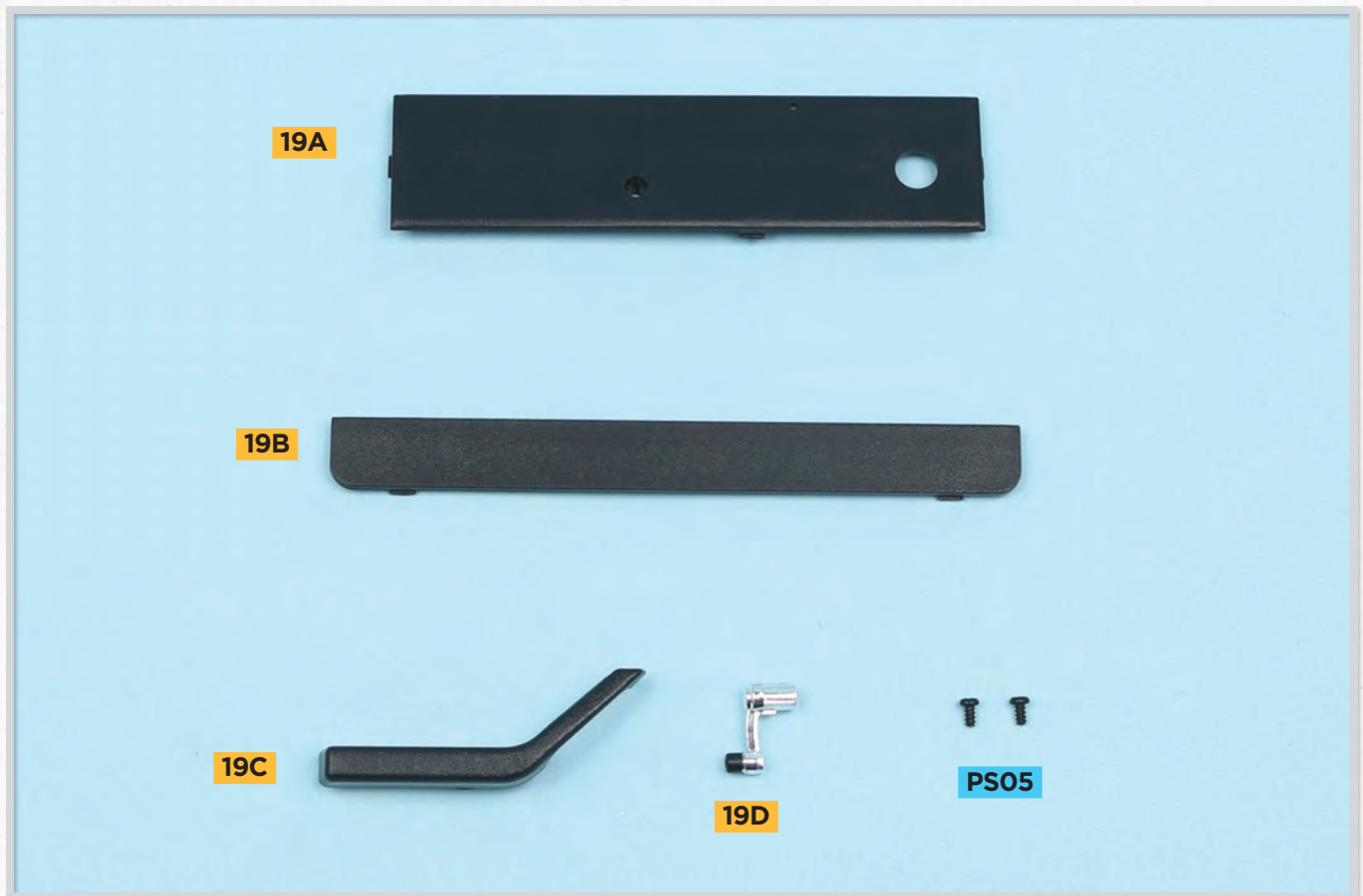
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t=top, c=centre, b=bottom, l=left, r=right, u=upper



Stage 19: Left Door (4)

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



Area of assembly



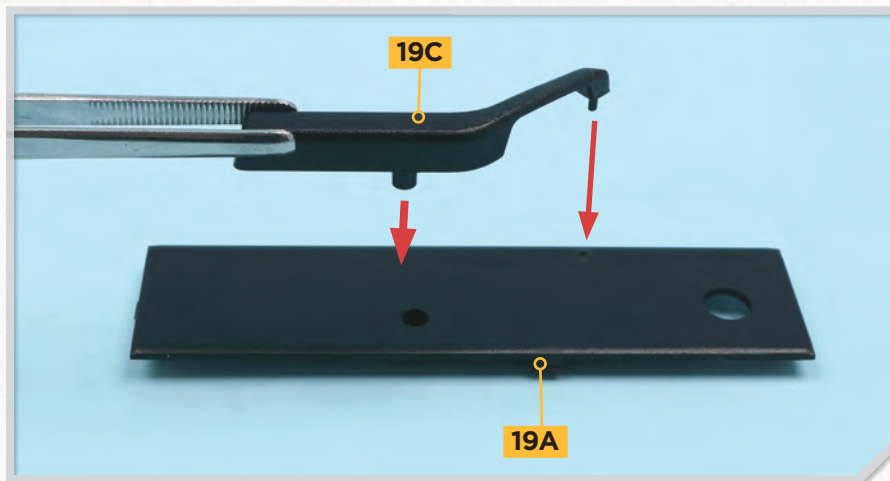
List of parts:

- 19A** Middle panel for door
- 19B** Lower panel for door
- 19C** Arm rest
- 19D** Window winder
- PS05** Two* 2.3 x 4mm PB screws

* Including spare

PB = Pan head for plastic

Stage 19: Left Door (4)

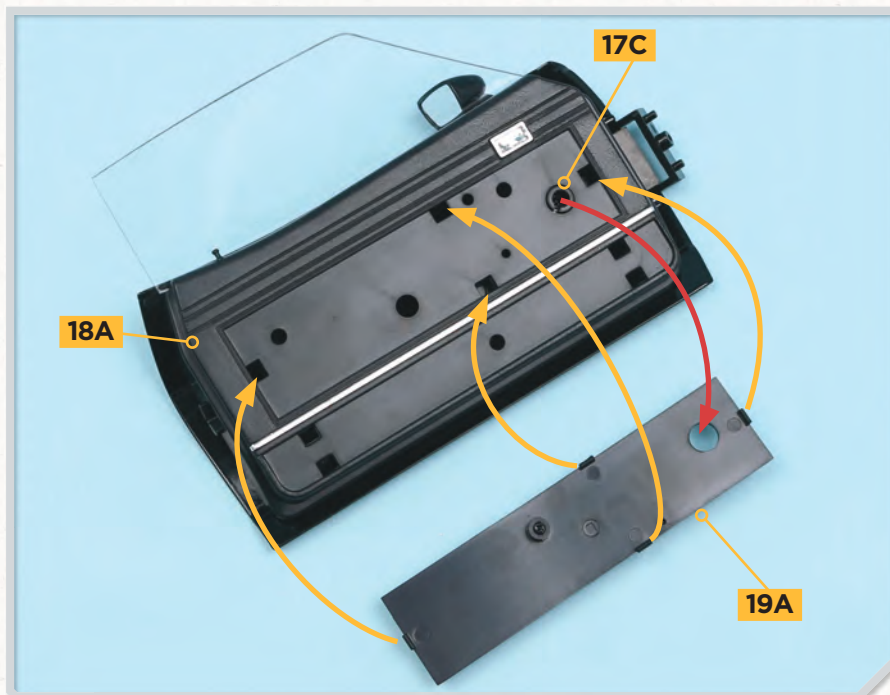
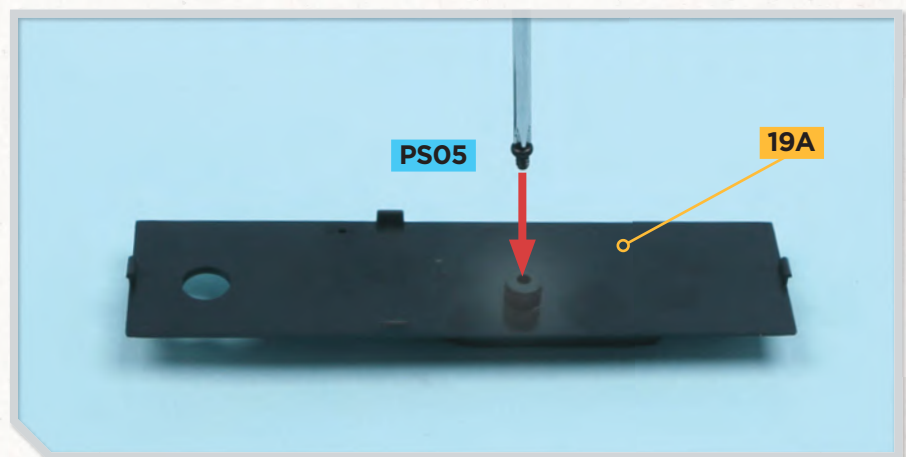


STEP 1

Take the arm rest **19C** and the middle panel **19A** 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.

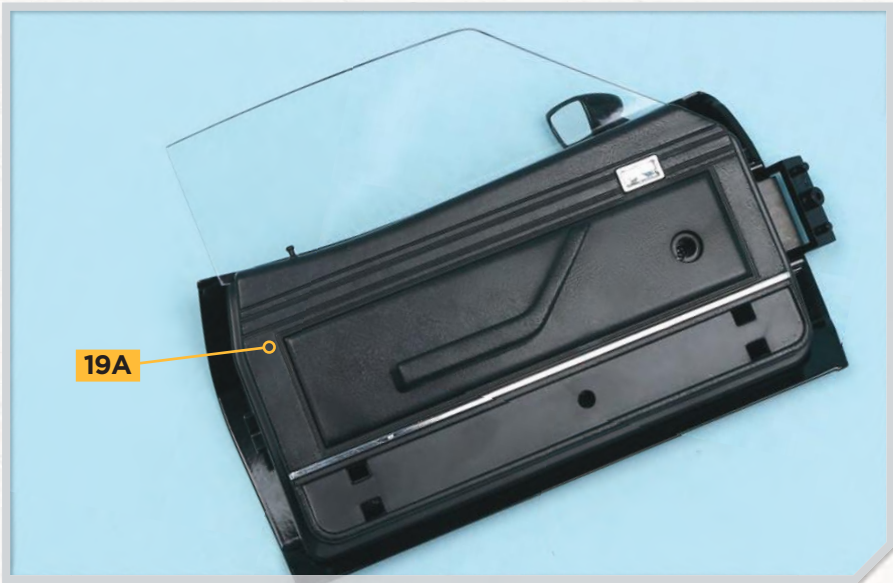
STEP 2

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 **19A** on the inner panel **18A**: small tabs on part **19A** fit into rectangular holes in part **18A** (yellow arrows). The socket on part **17C** fits into the large hole in panel **19A** (red arrow).

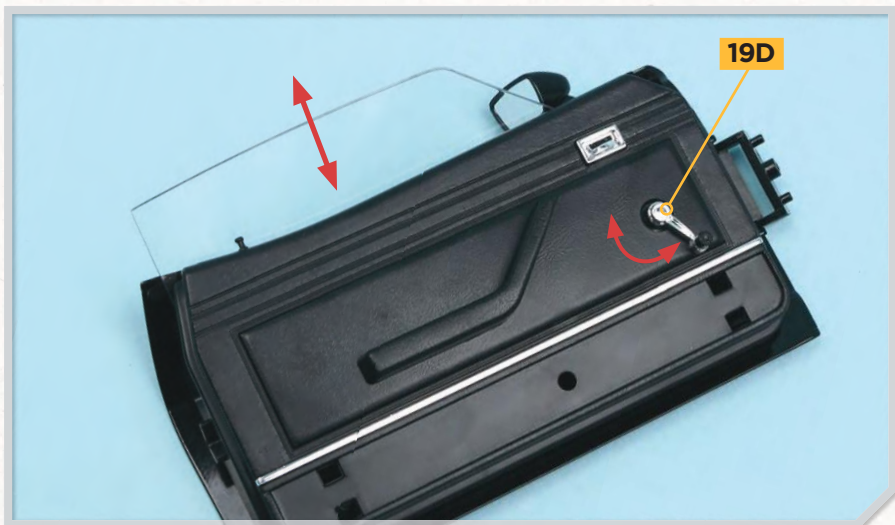
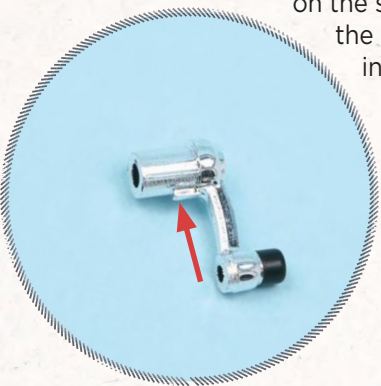


STEP 4

Fit the inner panel **19A** 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.

STEP 5

Take the window winder **19D** and fit the shaft into the socket in the medium cog **17C**. 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 **19D**: as you wind it clockwise the window goes up and vice versa.

Stage 19: Left Door (4)



STEP 7

Identify the fixing point for the lower panel **19B**: tabs near each end of part **19B** fit into rectangular sockets in part **18A** (arrows).

STEP 8

Clip part **19B** 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.



At Work in California

The customisers of California developed a number of styles and methods of giving their vehicles the looks that would get them noticed.

Part of customising was to disguise the origins of the car: if you put a Cadillac grille and rear fenders on your Ford or Chevrolet you might fool observers into thinking you drove a much more expensive Buick or Cadillac, or at least a car newer than it really was. Removing badges, door handles and side trim also hid the car's parentage. Customs looked intriguing and somewhat sinister. They required much more money and skill to build than most hot rods.

While customs were often built at home, others were entrusted to the growing number of body shops and car repair garages — after all, chopping a top uses much the same skills and equipment as repairing dents and accident damage. One of the pioneers, if not the originator, of this style was Harry Westergard who did most of his early customising work in Northern California. Another legend was Jimmy Summers who had a custom shop in the 1940s. Their style was widely emulated and techniques were freely shared.



ADDING STYLE

If you had a convertible, the Carson Top Shop in Los Angeles could lower its roofline and build a functioning roof or stylish padded hardtop — the first Carson Top was fitted in 1935 and they installed up to 15 a week. The 1937 DeSoto came with stylish ribbed bumpers that were a popular addition to customs, as was recessing the rear licence plate and covering it with a piece of clear glass. Headlights were sunken or moulded into the front end, while sometimes the bonnet and sides were smoothed with any louvres removed. Whitewall tyres and wheelcovers from posher cars were

The DeSoto Airflow had unusual ribbed bumpers; whitewall tyres were also a stylish addition to customs.

A chopped 1935 Ford shows its fiery looks at an event in Harpenden in the summer of 2016.

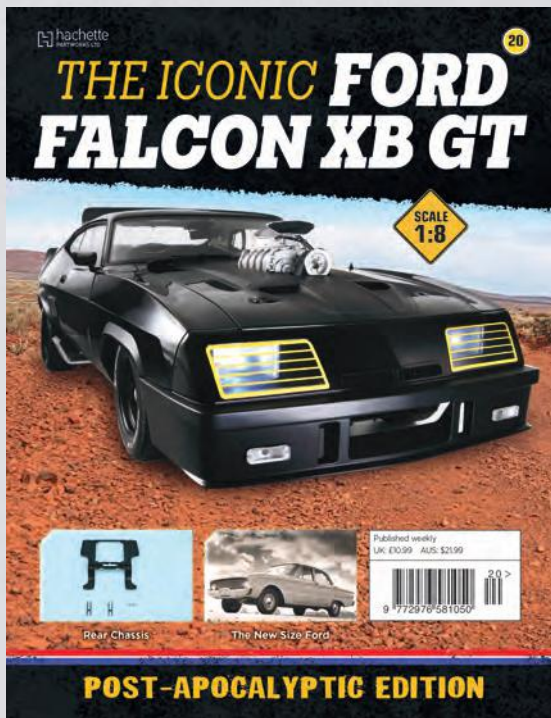
bought from dealerships or 'borrowed' from parking lots, with teardrop curved skirts added over the rear wheels to accentuate length.

On more extreme customs, the body was lowered over the chassis. The car was often then painted a stylish dark blue, red or black. Since it could take a year or more to build a custom it was common to see them being driven with primer spots, partially complete while the owner saved money for that next bit of work.

As car design progressed the customisers adapted with it, but the launch of the brand new 1949 Mercury was about to make history! ■



COMING IN ISSUE 20



• ASSEMBLY GUIDE

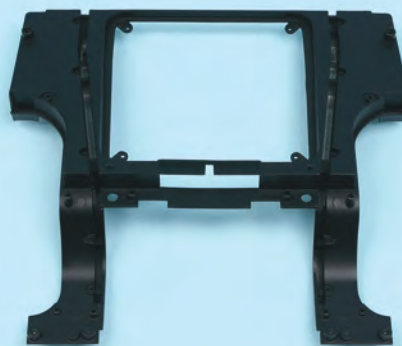
Work begins on the chassis as leaf springs are attached to the rear section of the chassis.

• HISTORY OF THE FORD FALCON

The Ford Falcon project owed its existence to Robert McNamara, then a Ford Vice President, who was convinced that a US interpretation of the utilitarian elegance offered by the VW Beetle was just what America needed.

NEW PARTS

Rear chassis, rear leaf spring supports (right and left) and screws.



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