

THE ICONIC FORD FALCON XB GT

SCALE
1:8



The Spare Wheel Housing



The Oldsmobile Toronado

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POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 21

ASSEMBLY GUIDE

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The spare wheel housing is fixed to the rear part of the chassis.

DESIGNS FOR A NEW ERA

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Over the last four decades, front-wheel-drive has dominated the automobile market, with the Oldsmobile Toronado an early champion.

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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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 21: Spare Wheel Housing

The housing for the spare wheel is fixed to the rear part of the chassis.



List of parts:

21A Spare wheel housing

PS05 Five* 2.3 x 4.0mm PM screws

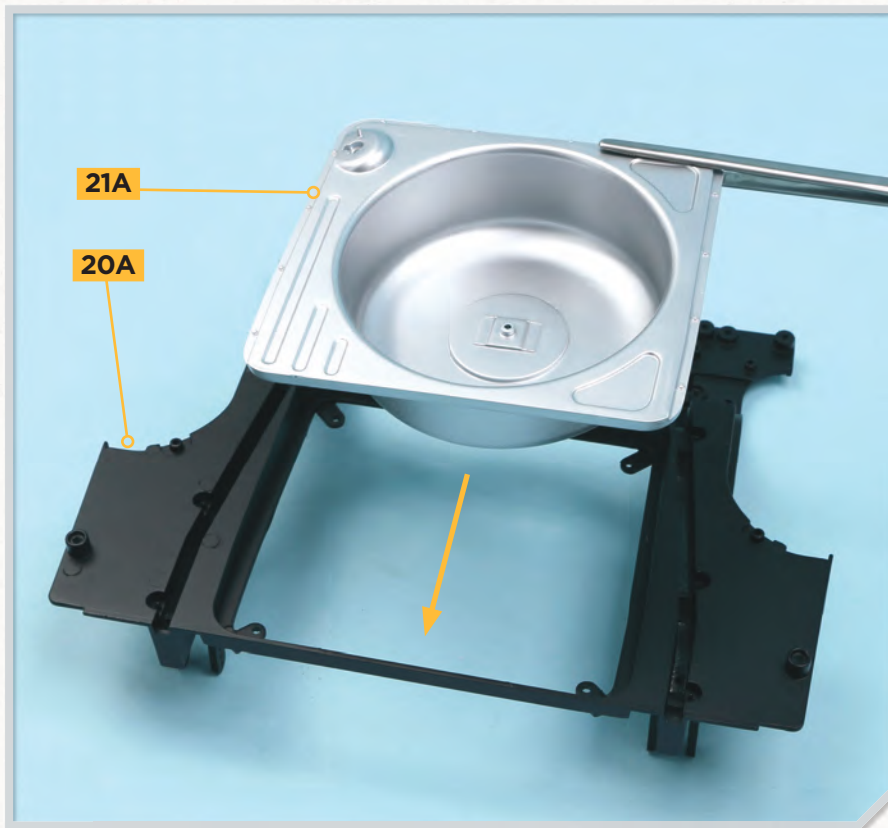
* Including spare

PM = Pan head for metal

Area of assembly



Stage 21: Spare Wheel Housing



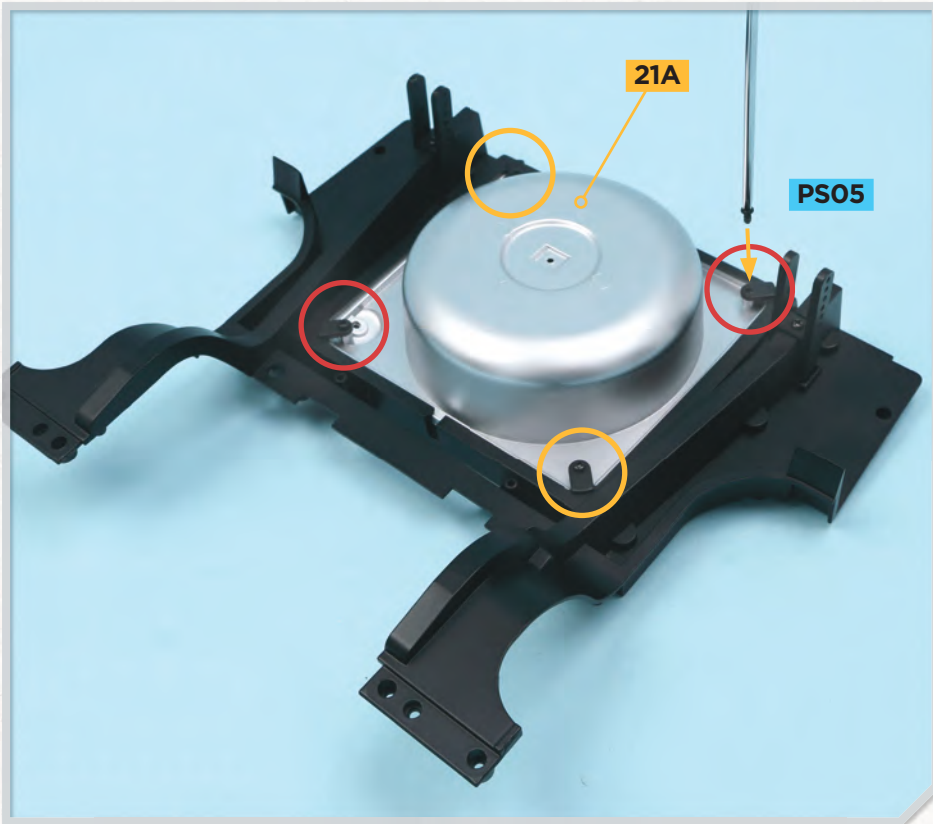
STEP 1

Place the rear chassis **20A** on your work surface the right way up. Take the spare wheel housing **21A** and check how it fits in the centre of the chassis.

STEP 2

This shows the housing **21A** in place: note the position of the raised circular detail (circled) to ensure you fit the part in the correct orientation.





STEP 3

Carefully turn the assembly over and use four **PS05** screws to fix each corner of the housing **21A** in place: we advise you to fit two diagonally opposite screws first (circled in yellow) and then the remaining two (circled in red). This helps to ensure the screw holes are well aligned.

COMPLETED ASSEMBLY

The spare wheel housing has been fixed to the rear section of the chassis.





The Oldsmobile Toronado: Driving Forwards

Over the last four decades, front-wheel-drive cars have come to dominate the worldwide motoring scene but it wasn't always that way. The Toronado was an early champion.

In the 1950s, front-wheel-drive vehicles were few and far between; that changed at the very end of the decade when the British Motor Corporation introduced the Mini — a little “box on wheels” that really demonstrated all the advantages of front-wheel-drive. The Mini revolutionised the small-car world with its then-unique horizontal engine layout with an underslung gearbox positioned ahead of the driver. This permitted maximum use of the passenger compartment and allowed the tiny car to carry four people in relative comfort.

The market for such cars was mainly in Europe — in the USA there hadn't been a front-wheel-drive car offered to the public

since 1937. That was the Cord luxury roadster, a hand-built bespoke car for the super-rich.

With front-wheel drive cars out of favour for close to three decades, even the giant General Motors Corporation was, therefore, taking a huge gamble in approving the multi-million dollar budget necessary to fund its Oldsmobile brand in launching the Toronado in 1966. The car was far from being either a mini or even a medium-sized family model; it was a full-sized saloon capable of carrying five people in spacious luxury at high cruising speeds across the wide-open spaces of the USA and styled for maximum visual appeal on city streets. Without doubt,

Above: The Oldsmobile Toronado, launched in 1966, was a sleek, stylish front-wheel-drive saloon.

the Toronado was “a design for a new era” but equally certain back then was the nagging question as to how long that era would last.

YEARS IN DEVELOPMENT

Oldsmobile had been working on front-wheel-drive since 1958, but with a smaller car in mind. Indeed, the Toronado was inspired by a design sketch for a compact sports car, which had been penned by Oldsmobile stylist David North in 1962. However, just as North's “blue sky” design sketch was about to be filed away and forgotten, it was



Left: With no transmission tunnel, there was extra space for the driver.

because performance was adequate with automatic transmission, and because no American luxury cars during this period were available with manual gearboxes.

PERFORMANCE

Despite a weight of 4,500lbs, published performance test data shows the 1966 Toronado was capable of accelerating from 0-60mph in 7.5 seconds, and go through the standing quarter-mile in 16.4 seconds with a 93mph terminal speed. These figures put most contemporary European sports cars to shame — especially when this was combined with the Toronado's top speed of 135mph. Proof that size does matter!

The 1966 Toronado was widely recognized as a step forward in design, gaining publicity by winning several automotive awards. It was truly a design for a new era and its manufacturers need not have worried about how long that era would last.

Production continued until 1992 and by the time the Toronado was dropped from the Oldsmobile range, total sales had reached almost 700,000. ■

selected as the styling outline for a new Oldsmobile for 1966. But it was not to be utilised for a sports car. Instead it was to form the basis of a full-sized but still performance-orientated car that would compete with the well-established Ford Thunderbird. GM already had such a car in the form of the Buick Riviera, which had distinctive “fastback” styling that had made it a big sales success. However, GM management wanted another car in its line-up that would capitalise on the same styling concept and thereby launch a double-barrelled assault on its rival at Ford. But despite the fact that the Toronado featured front-wheel-drive, the bodywork was built on the same basic blueprint as the conventional rear-wheel-drive Riviera.

There were obvious economic advantages in this and these were made even more effective by the fact that the same floor plan was used for the new luxury Cadillac Eldorado, which also employed four-wheel-drive.

The unusual Toronado powertrain developed by Oldsmobile engineers packed a conventional seven-litre 385hp V8 into an engine bay no larger than that of a more conventional rear-wheel drive car, as well as a three-speed automatic transmission. Essentially it was a “monster Mini” with the big V8 mounted sideways in the engine bay and linked to the automatic transmission by a pair of heavy duty Hy Vo chains. During its seven-year development, this layout and its components were driven over 1.5 million test miles to verify their strength and reliability. Manual transmission was never considered



Right: The 1967 generation Eldorado was another GM four-wheel-drive car.

COMING IN ISSUE 22



• ASSEMBLY GUIDE

A large chassis section is fitted to the assembly from the previous issue.

• CARS ON SCREEN

Genevieve is a comedy adventure about a car race involving two veteran cars and their eccentric owners. The British Film Academy declared it to be the Best Film of the Year in 1953.

NEW PARTS

Chassis section, plus screws.



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