

# THE ICONIC FORD FALCON XB GT



Exhaust Pipes



1965 Ford Falcon XP

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## POST-APOCALYPTIC EDITION



# THE ICONIC FORD FALCON XB GT

ISSUE 45

## ASSEMBLY GUIDE

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Inner and outer sections of the exhaust system for the right-hand side are fixed together.

## HISTORY OF THE FORD

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The XP saw the Australian Falcon finally come of age, with the aid of a bold but risky publicity stunt.

## 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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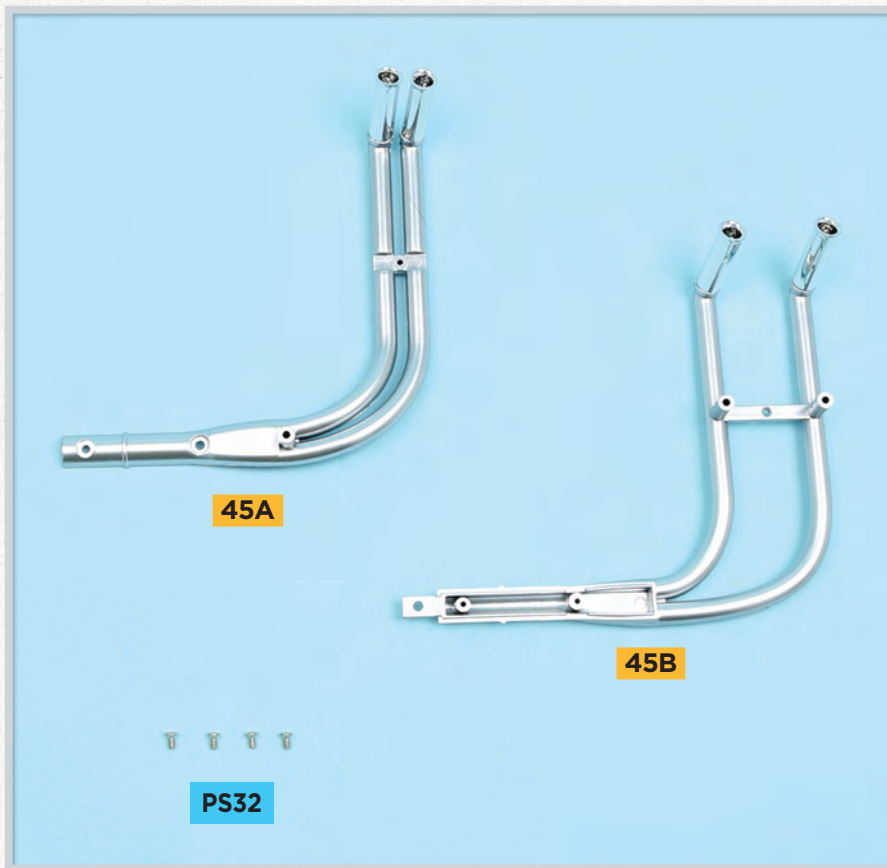
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# Stage 45: Exhaust Pipes

Inner and outer sections of the exhaust system for the right-hand side of the model are fixed together.



## List of parts:

**45A** Inner exhaust pipes  
(right-hand side)

**45B** Outer exhaust pipes  
(right-hand side)

**PS32** Four\* 1.8 x 4mm KB screws

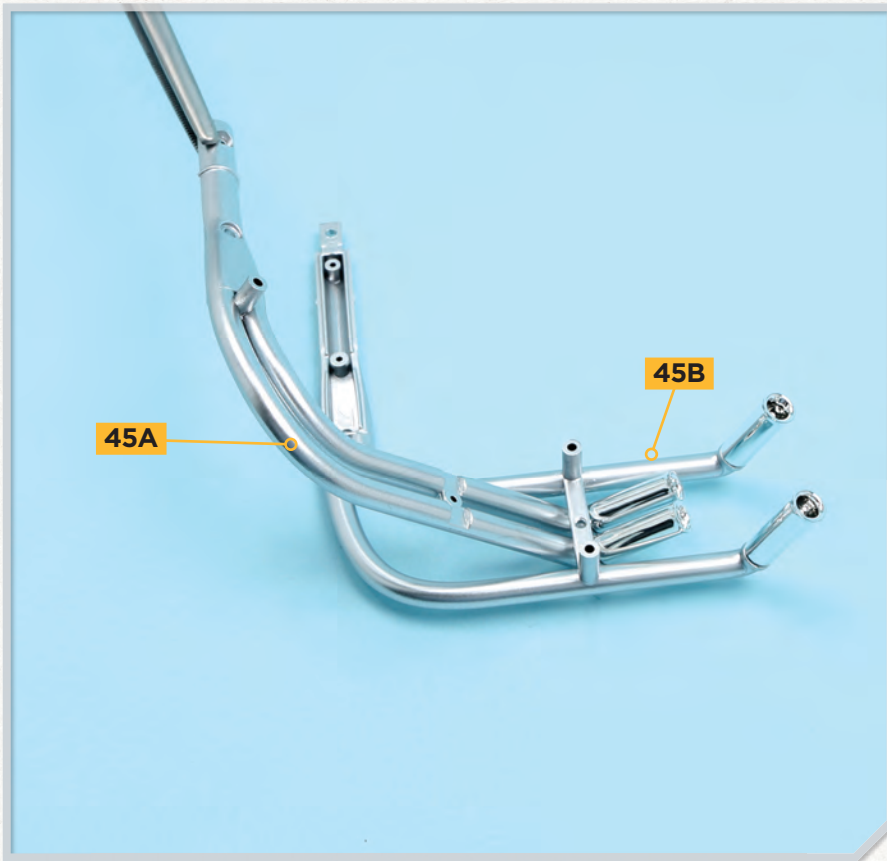
\*Including spare  
KB = Countersunk for plastic

## Area of assembly



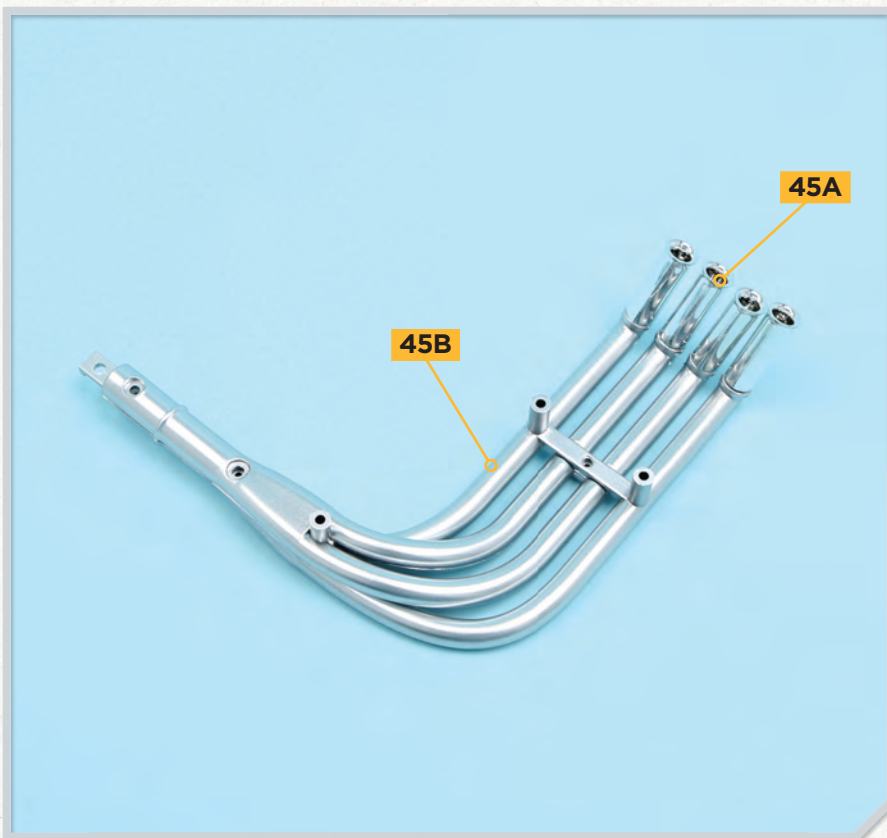


## Stage 45: Exhaust Pipes



### STEP 1

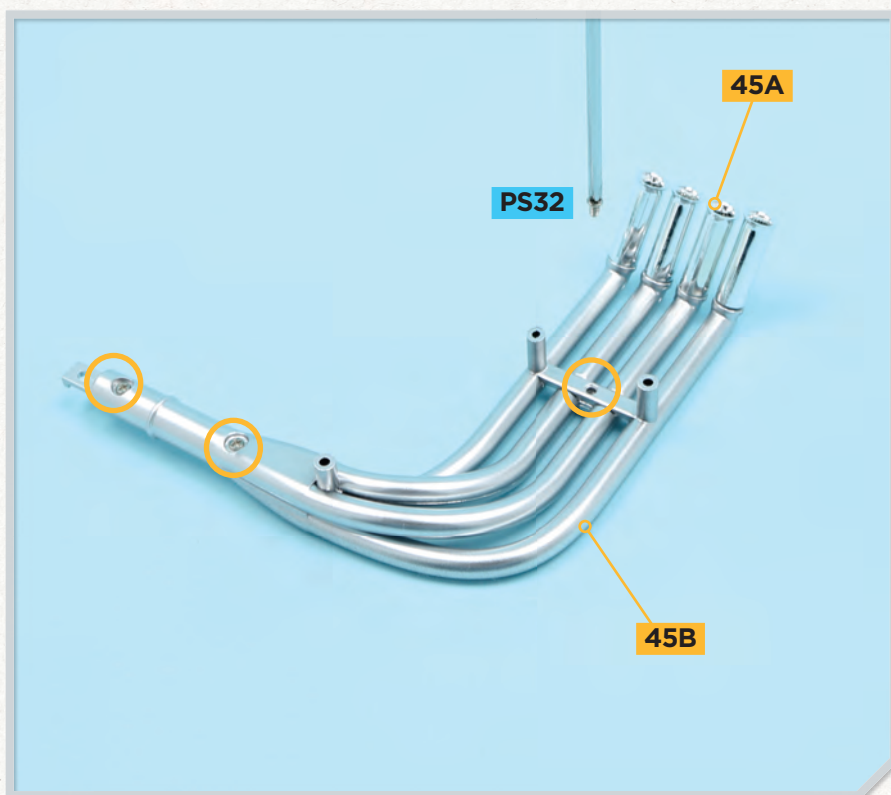
Take the inner and outer parts of the right-hand exhaust pipe **45A** and **45B**. Hold the inner pipes **45A** at an angle so that you can fit the open ends through the opening between the outer pipes **45B** and beneath the bar across the outer pipes, as shown.



### STEP 2

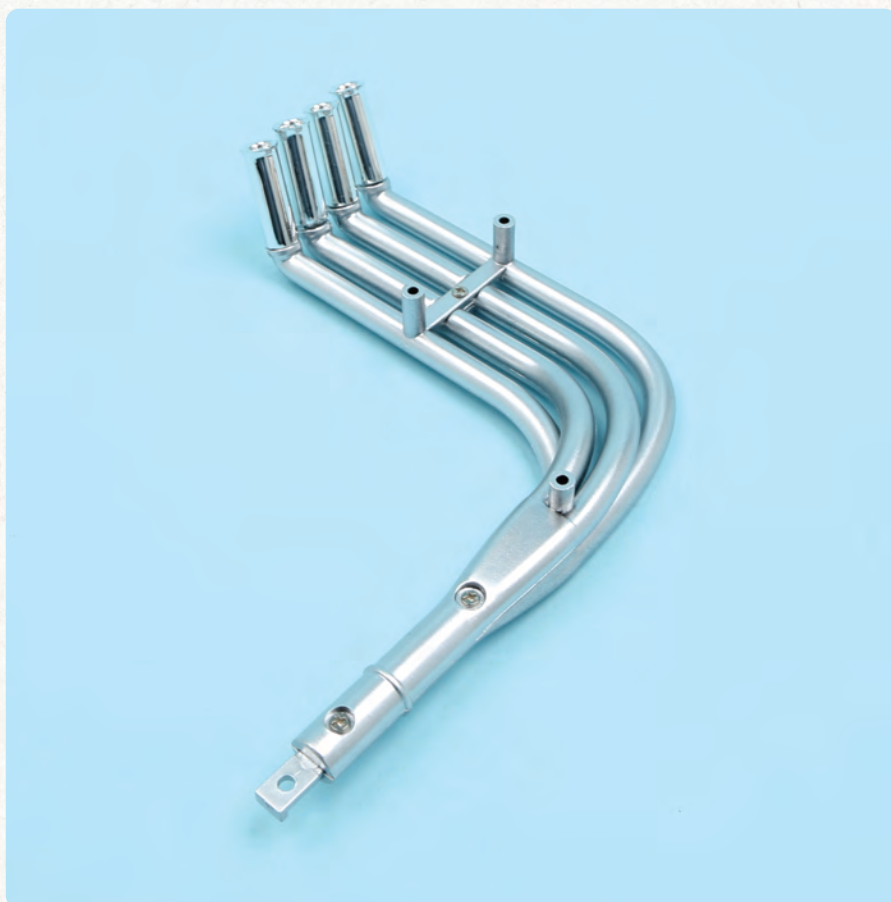
This shows the two sections of exhaust pipe correctly assembled.





## STEP 3

Fix the pipes together with three **PS32** screws at the points indicated (orange circles, left).



## COMPLETED ASSEMBLY

The right-hand exhaust pipes have been fixed together.

# 1965 Ford Falcon XP

## TOUGH TORQUE!

The XP saw the Australian Falcon finally come of age, as Ford started to win fleet sales back from arch-rival Holden with the aid of a bold but risky publicity stunt.



The four-door saloon was the biggest seller in the XP range – a classic design, built for Australia's roads.

As Ford's brochure announced: "Torque-box construction consists of massive chassis-type steel frames and reinforcing cross-members welded the entire length of the body. This gives the Falcon the tremendous structural strength that other cars do not have. In addition, a scientifically designed steel 'box' is built into the body at each wheel. These 'Torque-boxes' are exclusive to Falcon and act as a unique shield between passengers and a rough road by absorbing shocks and vibrations." This solution must have significantly added to the car's production costs and weight, but Ford needed to retire gracefully or come out fighting.

Ford may have been inspired by one of its rivals, the British Motor Corporation (BMC). Just prior to the launch of the Austin Cambridge/Westminster range in 1954, BMC had done basically the same thing when the production prototypes had broken up while being tested on rough Alpine roads in Europe.

It was well known in the industry that the XP would make or break the future of the Falcon, and thus Ford's position in Australia. Five body styles were offered, sedan, wagon, coupé, 'ute' and van. Trim levels consisted of base, Deluxe, Futura and a new nameplate with

**T**he Australian-built and designed Falcon XP, which was launched in March 1965, was the fourth and last car to be based on the 'first generation' Falcon by Ford Australia. In hindsight, it was really the car the original Falcon should – and actually could – have been, had Ford researched the unique Australian road conditions more thoroughly in 1959.

Despite steady improvements in quality and reliability through the development of the first three Australian Falcons – XK, XL and XM – Ford found itself still needing to prove to fleet customers that its 'mid-size six' could be as robust and easy to look after as rival Holden's

all conquering EH, or the recent Adelaide-built Chrysler Valiant AP5.

The XP carried over the basic running gear from the XM, but new larger versions of the well-proven straight-six engine were introduced and marketed as the Pursuit 170 (2.8-litre) and Super Pursuit 200 (3.3-litre) respectively. The new car's suspension was also improved to make it more robust. The big news, however, was Ford's bold attempt to finally dispel the Falcon's reputation for fragility. The company effectively equipped the monocoque-body (or unibody in the USA) of the Falcon XP, with an extra chassis, welded beneath the monocoque to increase the torsional rigidity and longevity.

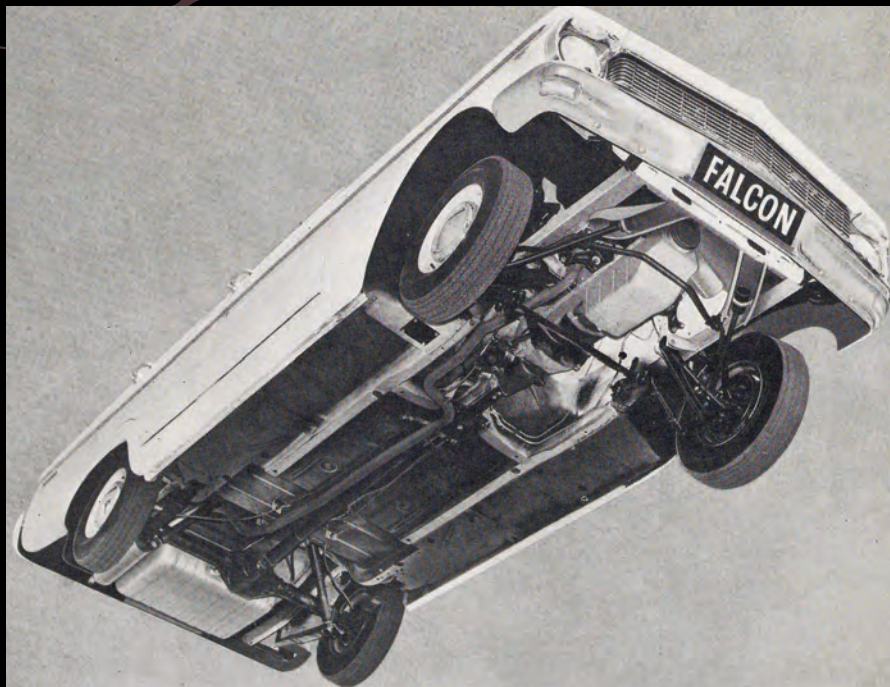


The Torque-box construction was an important sales tool for the Falcon XP, and Ford explained it using this image.

a country club air, Fairmont. The stylish two-door hardtop coupé was built using imported turret sections from the US Mercury Comet model, but in the quest for strength the steel was one gauge thicker than that of the sedans.

### MARKETING THE XP

Ford was confident that the engineering, the restyle and the more luxurious trim would appeal to buyers, but they needed to communicate the changes effectively. That's where the company's marketing mastermind William (Bill) Bourke came in. He had served as an officer in the US Army in World War II after graduating from DePaul University in Illinois. He joined Ford after the war and climbed the corporate ladder to become Ford Canada's general manager. He was sent to Australia in February 1965 to rejuvenate Ford's image and his arrival coincided with the XP launch.



Bourke proposed, and more importantly had the corporate clout required to make it happen, a 70,000-mile durability test at Ford's newly opened You Yangs Proving Ground facility near Geelong. This was designed to confirm the car's durability and to demonstrate Ford's commitment to manufacturing cars locally. Ford

approached race and rally driver Harry Firth to organise the event. Over 60 race and rally drivers piloted five stock-standard XP Falcons, non-stop, for almost nine days, covering 70,000 miles at an average speed of better than 70mph. This staggering feat of durability earned a huge amount of daily radio and television publicity as the Australian public followed the event, which included roll overs and other incidents. The XP Falcon duly won the coveted *Wheels* magazine Car of the Year award.

It was a brilliantly successful stunt, fleet and private buyers returned to Ford and almost 71,000 XPs were produced over their limited 16-month production life. If Bill Bourke's role and his imaginative but risky publicity stunt for the XP had failed, it is unlikely that the V8 Falcon programme of the following year would ever have happened. ■



One of the five Falcons that took part in the durability run in May 1965. The event was attended by Henry Ford II, whose arrival by helicopter attracted even more publicity.



# COMING IN ISSUE 46



- **ASSEMBLY GUIDE**

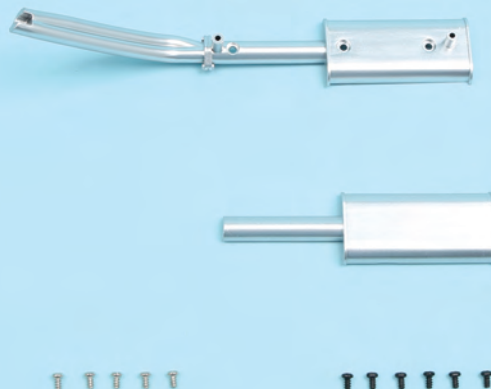
The silencer is fitted to the right-hand exhaust pipe assembly, and the exhaust is then fixed to the chassis.

- **CUSTOM MADE**

*Thunderball* (1965) was the fourth film in the James Bond series. As well as Bond's trademark Aston Martin DB5, the film also featured some of Ford's most coveted models.

## NEW PARTS

Silencer for the right-hand exhaust, upper and lower parts, and assorted screws.



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