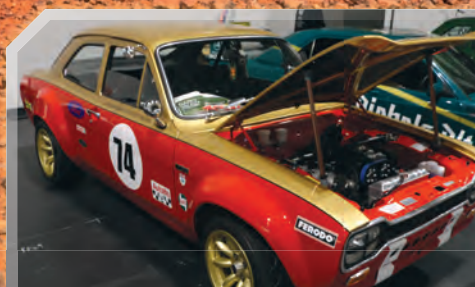


THE ICONIC FORD FALCON XB GT

SCALE
1:8



Sway Bar



UK Customising in the 1980s

Published weekly
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POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 50

ASSEMBLY GUIDE

3

The sway bar is positioned on the underside of the chassis and fixed in place.

CUSTOM MADE

7

The 1980s marked a turning point for performance cars, and it was no longer necessary to spend years in the garage upgrading your humble saloon.

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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Complete in 130 issues.

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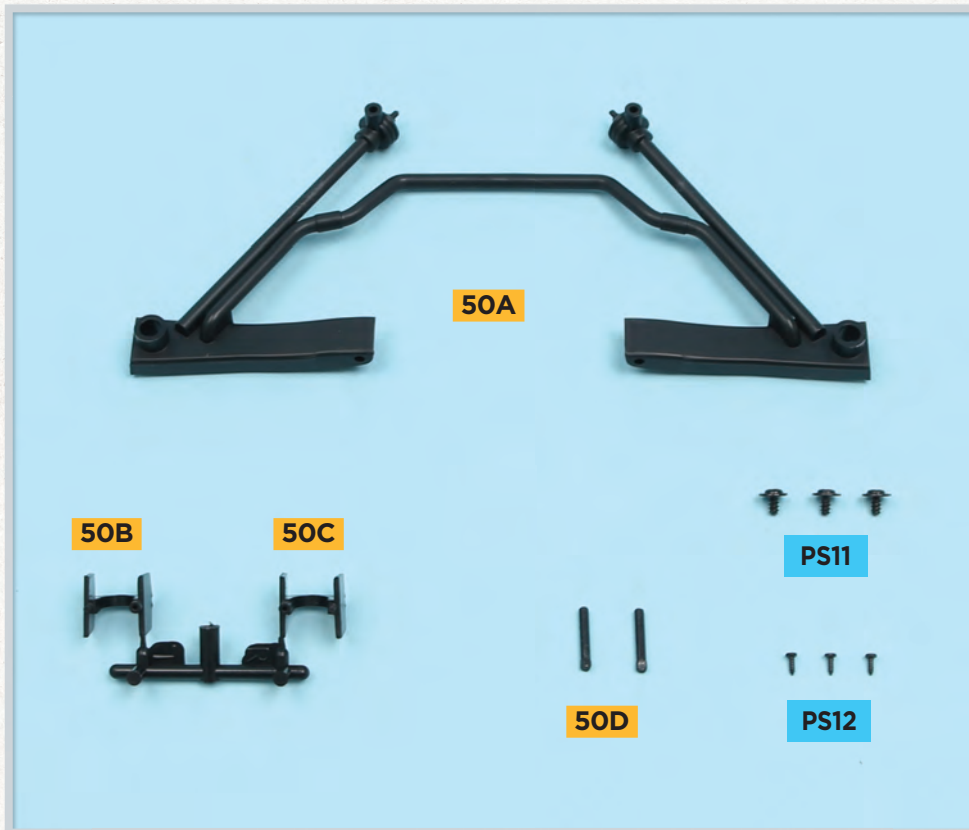
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t=top, c=centre, b=bottom, l=left, r=right, u=upper



Stage 50: Sway Bar

The sway bar is positioned on the underside of the chassis and fixed in place.



List of parts:

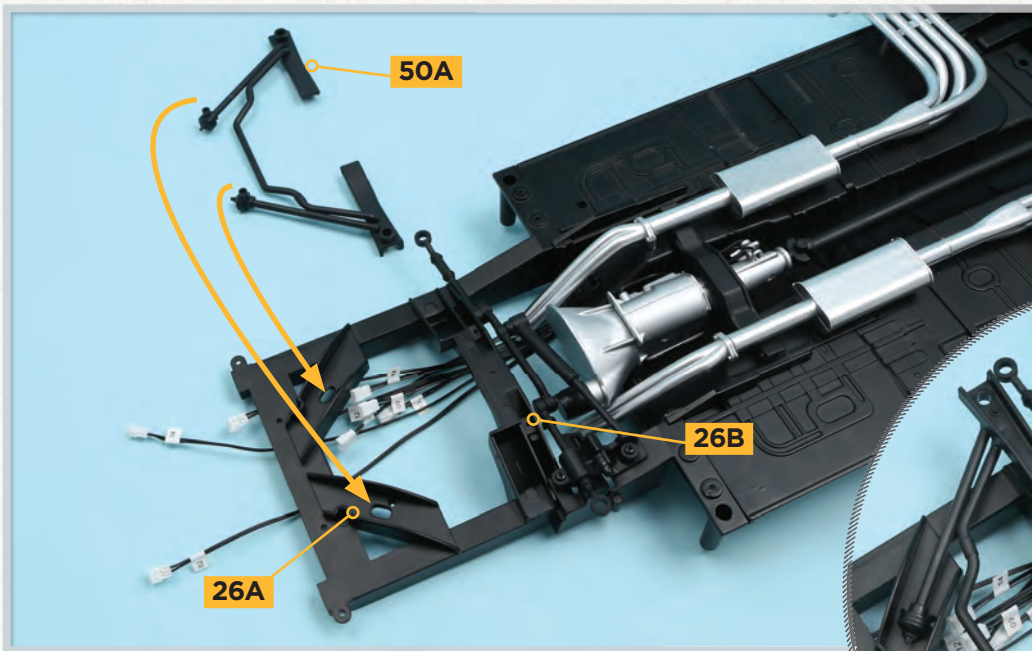
- 50A** Sway bar
- 50B** Left sway bar fixture
- 50C** Right sway bar fixture
- 50D** Two hinge pins
- PS11** Three* 2.3 x 4mm PWB screws
- PS12** Three* 1.2 x 4mm PB screws

*Including spare
PWB = Flange head for plastic
PB = Pan head for plastic

Area of assembly

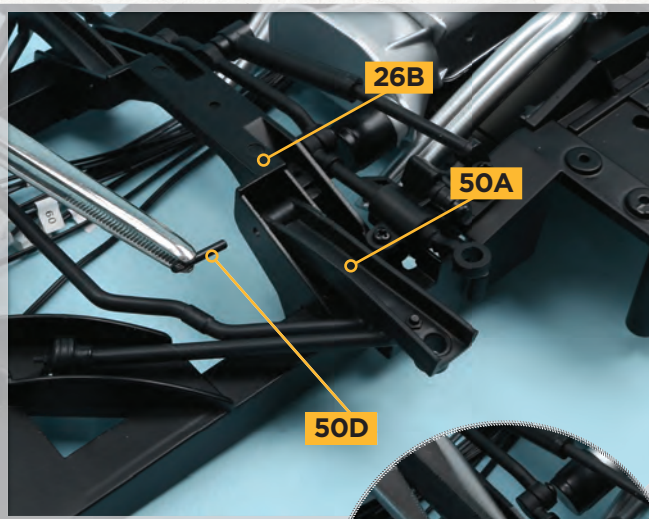
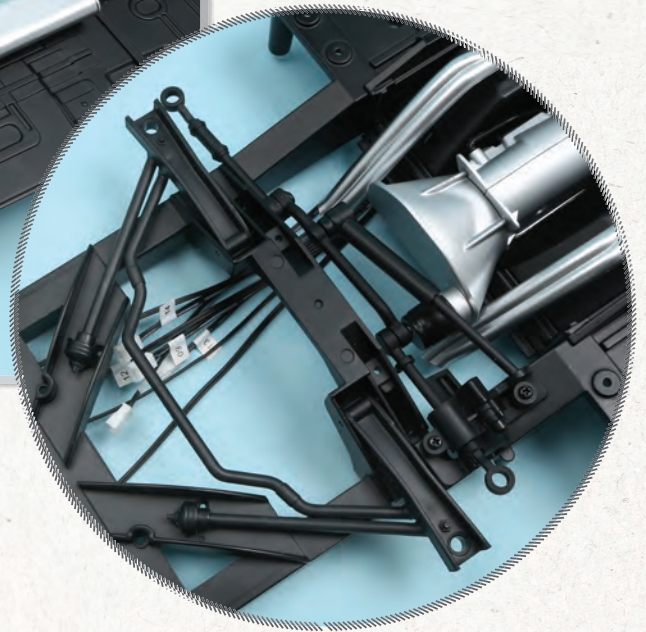


Stage 50: Sway Bar



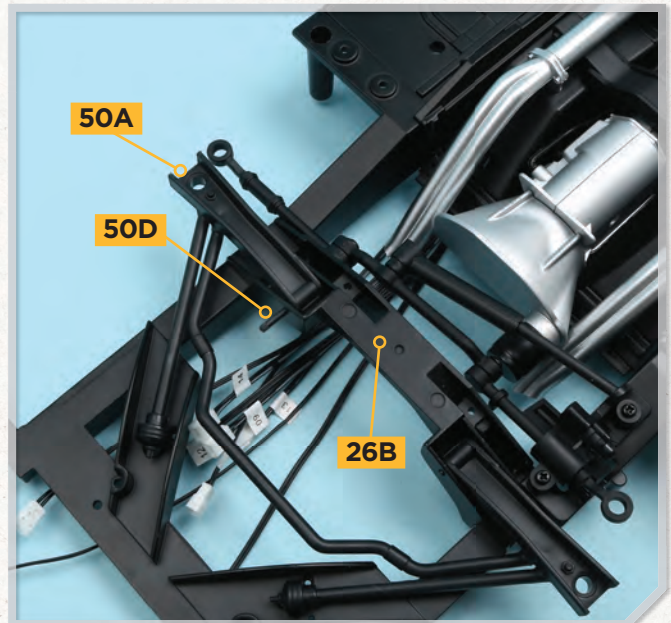
STEP 1

Take the sway bar **50A** and check how it fits on the underside of the front of the chassis: the outer bars of the sway bar fit in the channel in the diagonal parts of the chassis frame **26A** so that the raised screw sockets on the heads of the diagonals fit into the large holes in the diagonals (arrow). The shaped panels fit in the cross piece **26B**.



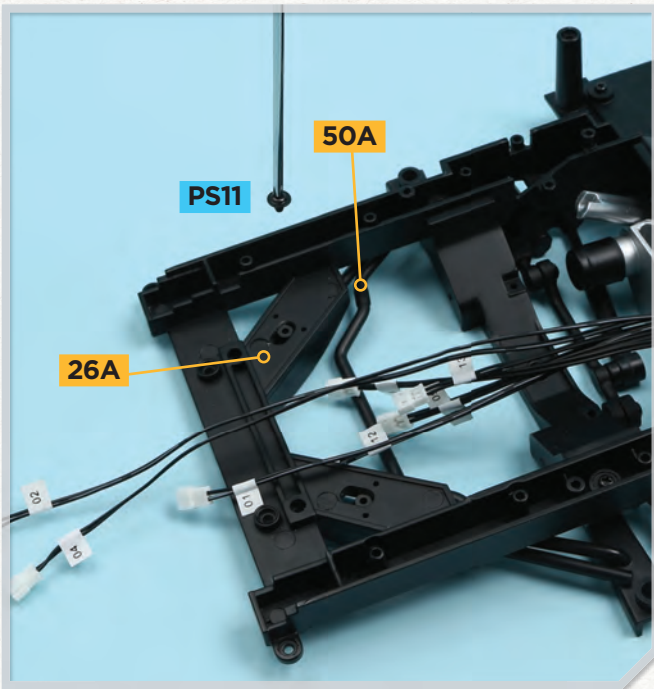
STEP 2

Take one of the hinge pins **50D** and use it to fix the end of the panel on one side of part **50A** to the cross piece **26B**. Insert the smooth end of the pin first. Use a pair of pliers to squeeze the pin in place.



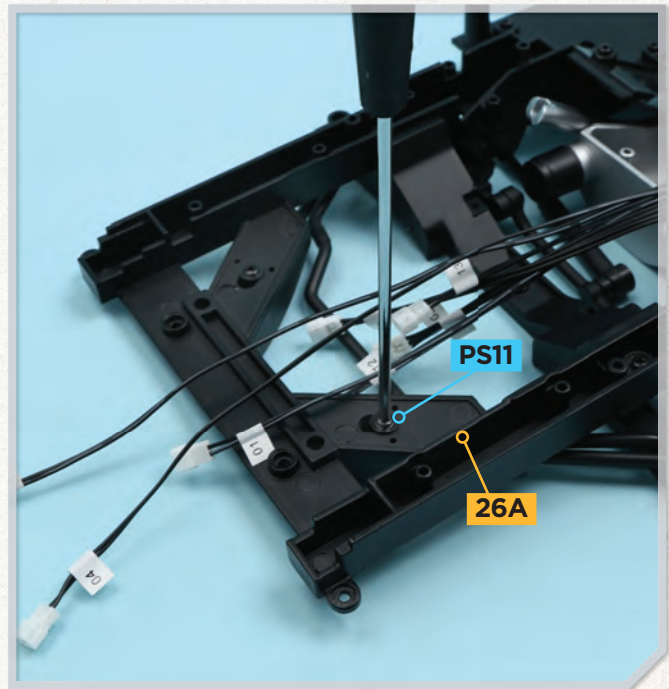
STEP 3

Similarly, use the second pin **50D** to fix the other side of the sway bar **50A** to the cross piece **26B**.



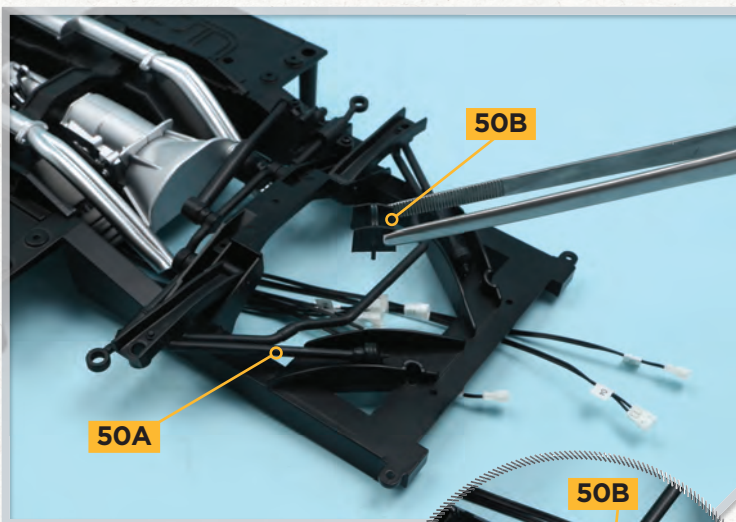
STEP 4

Turn the chassis the right way up and identify a screw hole in one of the diagonal struts of part **26A**. Fix the head of the outer part of the sway bar **50A** in place with a **PS11** screw.



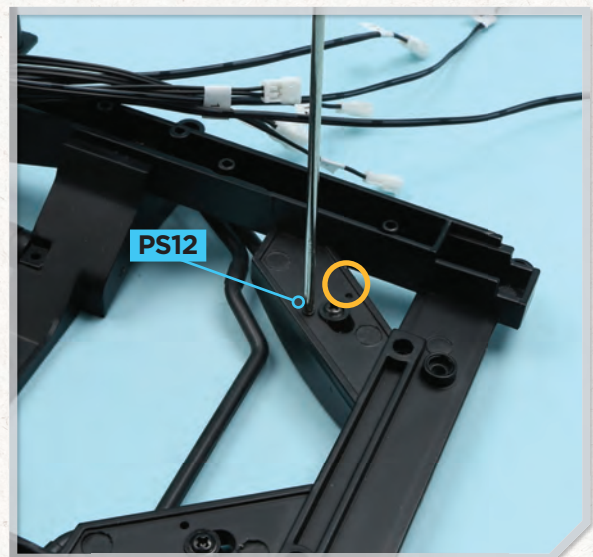
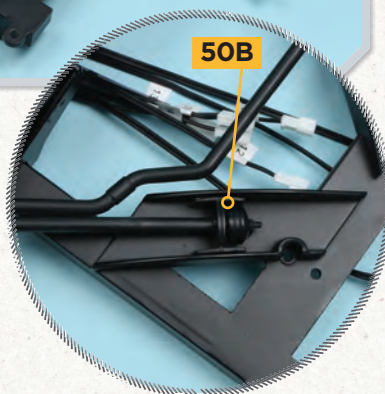
STEP 5

Similarly, use another **PS11** screw to fix the head on the other end of the sway bar to the diagonal strut of part **26A**.



STEP 6

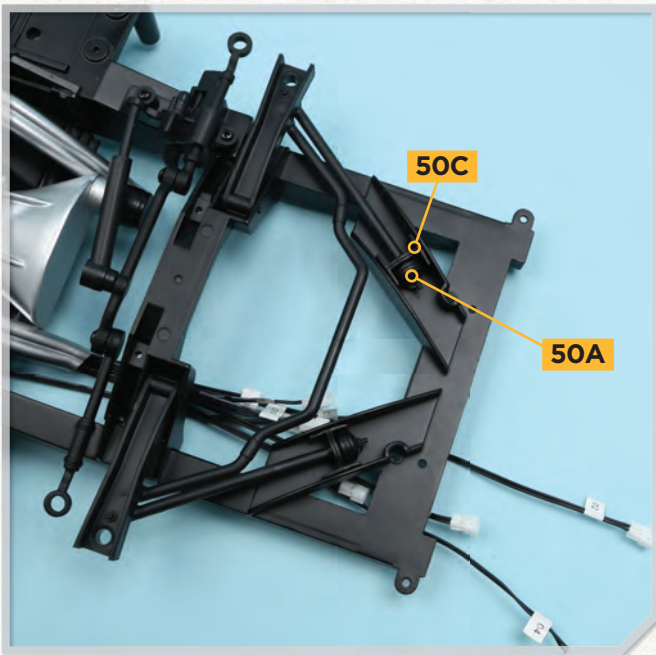
Turn the chassis over again and fit part **50B** over the head of the sway bar **50A** on the left side of the chassis. Bear in mind that the assembly is upside down: take care to identify the right and left sides.



STEP 7

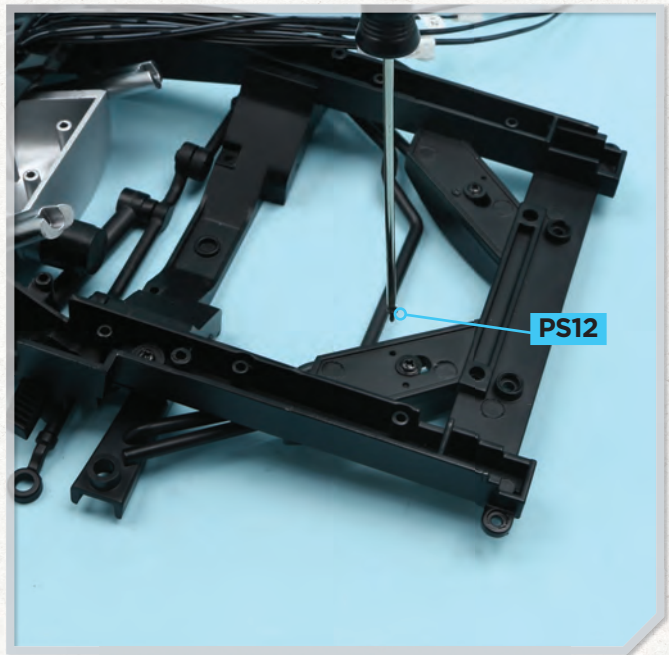
Turn the assembly over. Note that part **50B** has a peg on one side (circled) and a screw hole on the other side. Fix in place with a **PS12** screw.

Stage 50: Sway Bar



STEP 8

Similarly, fit part **50C** in place over the end of the sway bar **50A** on the underside of the chassis, noting the position of the peg and screw socket.

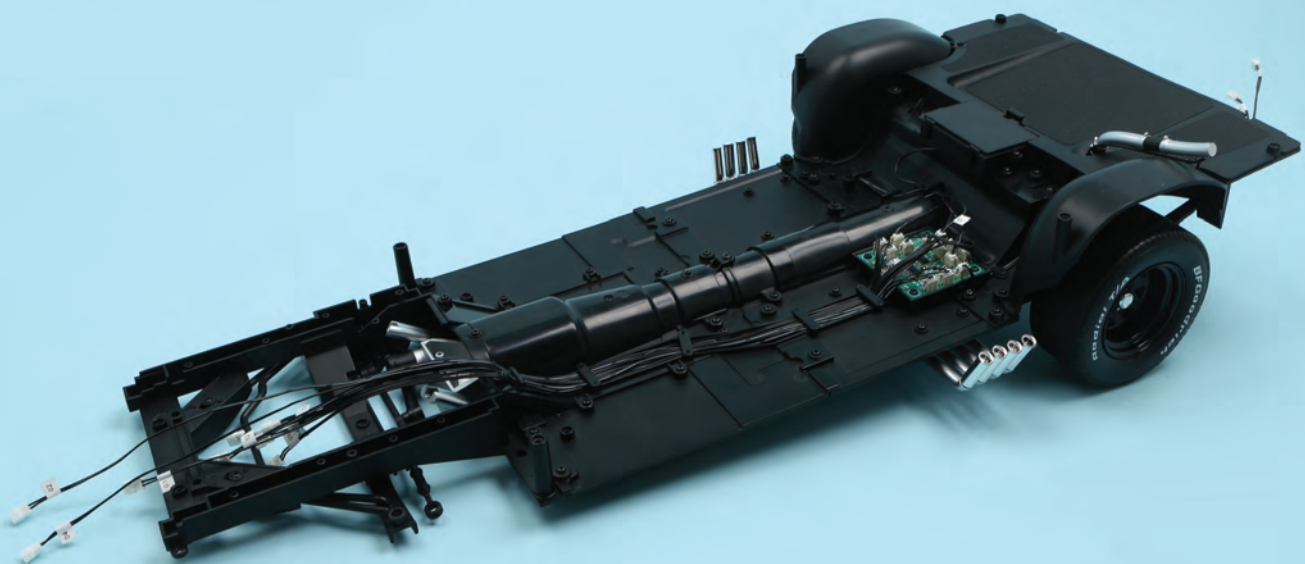


STEP 9

Fix part **50C** in place from the upper side of the chassis with a **PS12** screw.

COMPLETED ASSEMBLY

The sway bar has been fitted to the chassis.



UK Customising in the 1980s

The 1980s marked a turning point for performance cars. No longer was it necessary to spend years in the garage upgrading your humble saloon — now the factory was providing all the performance for you.



Left: The Ford Escort RS2000 came with a custom livery, looking like it was ready to race. But in the 1980s enthusiasts still added their own touches to the model that had been launched in 1972.

There were ready-made performance cars prior to the 1980s, such as the Lotus Cortina, Mini Cooper S or later Dolomite Sprint, BMW 2002 and Escort RS2000. However, they were often out of the price range of enthusiasts. In 1976 came a car that was fast, affordable and practical. The Golf GTi. Instantly, cheap performance became available to those who weren't rich and/or handy with the spanners.

The GTi had fuel injection, a subtle bodykit and was capable of 110mph. Soon, rivals appeared and all sorts of cars were getting spoilers, turbos,

graphics, sports suspension and alloy wheels. This affected customising. Hot rods and customs were still being built in decent numbers, but attending a custom car meet in the 1980s you were as likely to see a 1.6 Escort Mk3 with an RS Turbo bodykit as you were a pro-street Firebird or leadsled Mercury.

FORD FAVOURITES

Many was the basic Sierra bestowed with an RS bodykit in an attempt to mimic a rare and desirable Cosworth RS500. While various companies were offering bolt on parts, the manufacturers themselves gave the options of wider wheel arches, whale tail spoilers and grilles with inboard mounted spotlights. It wasn't all show either — companies such as Turbo Technics sold turbo conversions for everything from Escorts to Transits.

Wide-arched body kits changed the appearance of many a hot hatch. Cooling vents were added to wings and bonnets, many just for show. On

the inside, interiors could be anything from factory stock to completely handmade in dyed leather, but a necessity was a loud stereo with multiple speakers — sometimes filling the entire boot and back seat area. All that mattered was how loud it would play.

As a complete contrast to hot hatches there was a revival of the 1950s styles with the cars, music and fashions on trend. Clubs such as the UK-based Low Flyers built basic, simple hot rods that were all about fun. Even the Americans took notice and subsequently copied these British 'back to basics' ideas. Pro-Street cars — built with huge engines and tall, wide rear tyres — were road cars ready for the dragstrip. While many were based on American muscle, the UK's talented builders often based theirs on homegrown Escorts, Chevettes, Rovers and even Minis.

The California Look had blossomed in 1970s America, it took a real hold in the UK during the 1980s as smoothed Beetles, Type 3s, Karmanns and campers were everywhere, lowered over chromed Fuchs wheels and painted garish pastel colours. Cruises were organised and all-comers were welcome. But a whole new scene based around hot hatches and boy racers would soon make the term 'car cruise' seem more ominous. ■



Left: This customised 1974 Escort 1300 was seen on show at the Birmingham NEC Classic Motor Show in 2024.

COMING IN ISSUE 51



• ASSEMBLY GUIDE

The control arms are attached to the sway system and the front wheels are fitted in place.

• CARS ON SCREEN

Grease (1978) was the word, and not only in the hair! When Paramount Studios set their new movie in 1958 it was vital to have authentic cars.

NEW PARTS

Left and right control arms, left and right control arm supports, hinge pins and screws.



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