

THE ICONIC FORD FALCON XB GT

SCALE
1:8



Cylinder Head Cover



The Sporty Corvette

Published weekly
UK: £10.99 AUS: \$21.99



9 772976 581050



53 >

POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 53

ASSEMBLY GUIDE

3

The valve covers from the previous issue are fixed in place on the cylinder head cover.

DESIGNS FOR A NEW ERA

5

Technological developments and innovative designs brought a new vehicle to the market in the 1950s; the first generation of Corvettes captured the imagination of the American public.

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



Official
Licensed Product

Ford Motor Company
trademarks and trade dress
used under licence to GRE
for Groupe ELIGOR

CUSTOMER SERVICE, SUBSCRIPTIONS & BACK ORDERS

Please visit hachettepartworks.com/contact to get in touch.

Published by Hachette Partworks Ltd
4th Floor, Jordan House, 47 Brunswick Place,
London, N1 6EB
www.hachettepartworks.com



© 2025 Hachette Partworks Ltd
© 2025 Ford Motor Company
Distributed in the UK and Republic of Ireland by Marketforce.
Printed in the United Kingdom
ISSN 2976-5811

Complete in 130 issues.

ALL RIGHTS RESERVED

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.

The editor's policy is to use papers that are natural, renewable and recyclable products and made from wood grown in sustainable forests. The logging and manufacturing processes are expected to conform to the environmental regulations of the country of origin.

In the event of a significant increase in production and transport costs, the publisher reserves the right to modify its selling prices.

MANAGING DIRECTOR – Isabelle Couderc
EDITORIAL DIRECTOR – Helen Nally
MARKETING DIRECTOR – Elise Windmill
PRODUCTION DIRECTOR – Sema Sant Anna
SENIOR PRODUCTION MANAGER – Lee Matthews
MANAGING EDITOR – Sarah Gale
PROJECT EDITOR – Gary Webb
DISTRIBUTION MANAGER – Paul Smith
PRODUCT MANAGER – Rhys Myrner

WHAT TO DO WITH YOUR PACKAGING?

Our packaging papers and boxes are 100% recyclable kerbside. Plastic blisters can also be 100% recyclable kerbside once separated from the cardboard. To find out what you can recycle at home and locally, please visit www.recyclenow.com



For our
environmental
policy in full
please scan the
QR code here



**NOT SUITABLE FOR CHILDREN
UNDER THE AGE OF 14.**
This product is not a toy and is
not intended for use in play.

Editorial and design: Windmill Books Ltd

Picture credits: Front Cover: Jess Esposito and David Burton:
main; Richard Bryden: bl; General Motors: bc, Shutterstock:
Steven Giles background.

Interior: General Motors: 5, 6, 7.

Step-by-step photography: Richard Bryden

Model photography: Jess Esposito and David Burton

Windmill Books have made every attempt to contact the copyright holder, if you have any information please contact Sophie Mortimer: smortimer@windmillbooks.co.uk

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



Stage 53: Cylinder Head Cover

The valve covers from the previous issue are fixed in place on the cylinder head cover.

**53A****PS05**

List of parts:

53A Cylinder head cover

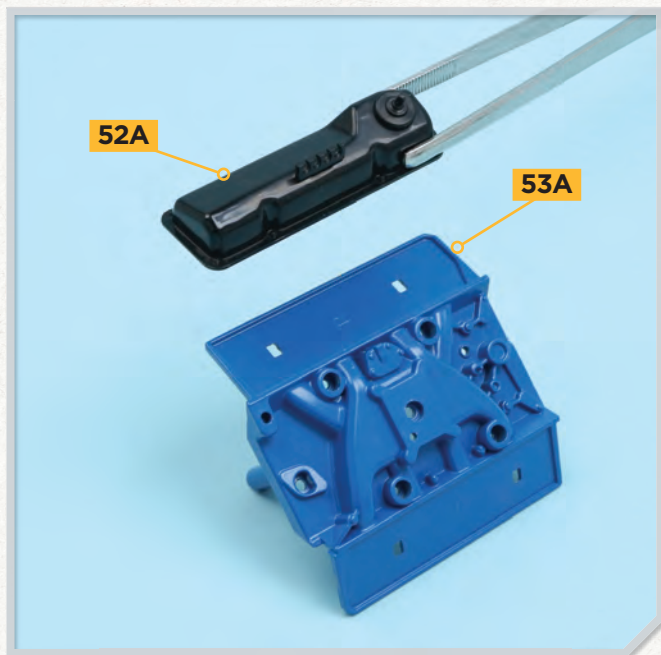
PS05 Three* 2.3 x 4mm
PB screws

*Including spare
PB = Pan head for plastic

Area of assembly

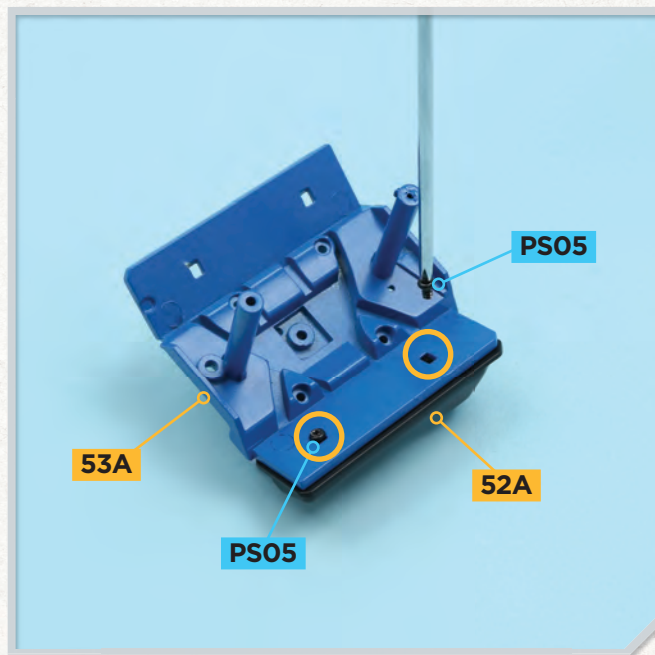


Stage 53: Cylinder Head Cover



STEP 1

Position the right valve cover **52A** (marked R) on the right-hand flat panel of the cylinder head cover **53A** (also marked R). Raised screw sockets on the inside of part **52A** align with the square screw holes in part **53A**.



STEP 2

Turn part **53A** over so that you can fix the valve cover **52A** in place with two **PS05** screws



STEP 3

Similarly, position the left valve cover **52B** on the flat panel of part **53A**, marked L. Fix in place with two **PS05** screws.



COMPLETED ASSEMBLY

The valve covers have been fitted to the cylinder head cover.



The Sporty Corvette

Technological developments and innovative design ideas brought a new vehicle to the market in the 1950s. Corvettes have now been in production for over 70 years: the first generation caught the imagination of the American public but it took work to turn that into hard cash.

America's own sports car burst into public consciousness in 1953. Since then it's been transformed from an anaemic, under powered, auto-only show car to a 200mph plus supercar. It has lived through eight incarnations and had dozens of facelifts, yet it has remained profitable, stylish, desirable and, crucially, attainable.

As a result, America's love affair with this resolutely sporty two-seater car has never dimmed; Cobras, Thunderbirds, Bricklins, Vipers, Austin-Healeys, DeLoreans and others have come and gone, but the 'Vette has grown in stature

by staying true to its roots. It is impossible to overstate the Corvette's importance in American culture. Prince sang, "Little Red Corvette. Baby, you're much too fast" and his 1980's pop masterpiece is just one of a plethora of songs, films and TV shows to feature, or even eulogise, the Corvette.

CREATING THE LEGEND

In hindsight, the Corvette is an enormous success, but it almost stalled at the first hurdle. Originally it was only a show car, the EX-122, to be displayed at GM's Motorama

Ford publicity material for the 1953 Corvette presented it in spectacular settings with plenty of glamour.

exhibition in New York from 17 January 1953. It was a concept dreamt up by the legendary GM designer Harley Earl and styled, mainly, by Robert McLean, supported by Chief Engineer Ed Cole. All were keen to experiment with the new wonder material, fibreglass, first seen on the low-volume Woodill Wildfire. Press and public alike were captivated by the shape of the show car and this new exotic material.

The Sporty Corvette

GM rushed it into production to meet the seemingly enormous pent-up demand its sensational show-car debut had created. The first batch of 300 vehicles were virtually hand-built in Flint, Michigan, from 30 June 1953, and featured a 150bhp version of the proven Blue-Flame straight-six, mated to a two-speed auto. The only livery was Polo White with Sportsman Red interiors, and this lack of choice allowed workers to concentrate on working with the unfamiliar fibreglass (or fiberglass in the USA): GM were unsure how to colour it to avoid warranty issues such as paint peeling, or fibreglass gelcoat fading.

Although there were teething problems, that first batch of cars showed enough potential for GM to drop their parallel mass production plan; they had been considering producing steel-body 'Vettes alongside the fibreglass models. Fibreglass has become part of the Corvette's DNA, and by the late 1960s the Corvette plant was the world's biggest consumer of fibreglass raw materials.

GROWING CONCERN

Corvette C1 assembly moved to Saint Louis, Missouri, in 1954. Other colours and 5bhp were added and the new factory was able to produce 10,000 'Vettes per year, but slow sales dictated only 3,640 were made in the first year. It just didn't perform as well as its appearance promised. It wasn't really a sports car, but it was too compromised and uncomfortable to be a luxury 'personal car'.

By the summer of 1954, the previously euphoric GM executives were ready to pull the plug: it seemed people loved the idea of the Corvette but wouldn't actually part with money for one. Ironically,



The legend begins: The 1956 model shows a restyle with hints of the Mercedes SL and a tuned 225bhp V8 turning it into a proper driver's car with a 0-60 time of 7.5 secs. A 283bhp engine was added for 1957 and suddenly the 'Vette was proper competition for cars from Coventry or Maranello.

Father of the Corvette

Zora Arkus-Duntov (here with the 1966 Corvette) was born Zachar Arkus into a Jewish-Russian family in Brussels, Belgium, on 25 December 1909. Zora acquired the name Duntov from his stepfather, an electrical engineer, after his parents divorced. Young Zora was entranced by cars and motorcycles and trained in engineering in Germany before escaping the Nazi regime and moving to the USA, where he spent the war working on munitions. Post-war, he designed an OHV cylinder head for the famous Ford 'flathead' V8, which produced more power and cured its propensity to overheat. In 1952 Zora was invited to work for Sidney Allard in the UK and must have learnt a lot about squeezing large V8 engines into small cars, which was Allard's metier. He raced Allards successfully, and by 1954 was driving for Porsche, which led to him sharing class wins at Le Mans aboard a Porsche 550 in 1954 and 1955.



the stay of execution came because Ford released the Thunderbird in September 1954 and it immediately outsold the 'Vette by a whopping 23-1 margin, proving there was a market for a two-seater car.

GM were not to be outdone by their great rival and by this time they had a secret weapon, their new V8, and a man to deploy it, Zora Arkus-Duntov. He oversaw the 1955 Corvette's transformation into a V8 powered sports car, with manual transmission, improved handling and comfortable cockpit. The Corvette grew from there, and racetrack success gave the car the image it needed. Duntov's knack of giving the enthusiast what they wanted ensured the car's future, and the best talent in GM produced

the first Corvette to go toe to toe with European competition — the 1963 C2, or Sting Ray. Ironically, the Thunderbird then abandoned the two-seater market for its second generation in 1958, and from then onwards the Corvette has given more bangs per buck than any other two-seater sports car.

While the early 1970s 'smog era' of impact bumpers and low power figures from vast engines was a low point for the whole industry, the Corvette continued to sell, profitably. The current mid-engine C8 may well be the last V8 Corvette, but who would bet against a Corvette, electric or otherwise, being America's sports car of choice into the second half of the 21st century? ■



Workers at the Corvette production plant in Michigan check the engine; the cars were built almost entirely by hand.

Making an Impression

Arkus-Duntov, with a 1957 Corvette SS racing car. He wrote to Chevrolet's chief engineer, Ed Cole, after seeing the Corvette at Motorama in January 1953, saying it would be a pleasure to work on such a beautiful car. He included a technical paper that he'd written, which impressed Cole. On 1 May 1953 he started at Chevrolet as an assistant staff engineer and shortly afterwards sent a memo to his bosses called, 'Thoughts Pertaining to Youth, Hot Rodders and Chevrolet', which laid out his views on overcoming Ford's stranglehold on the custom car and racing world. This and other work led to Zora developing a Corvette fitted with the legendary Chevy small block V8. By 1957 he had been promoted to Director of High-Performance Vehicles at Chevrolet and would mastermind the 1963 Corvette C2 and 1968 C3, before retiring in 1975.



COMING IN ISSUE 54



• ASSEMBLY GUIDE

Details are fitted to the cylinder head cover and an oil pipeline is fixed to the chassis.

• CUSTOM MADE

Gene Winfield passed away in March 2025, leaving behind a rich legacy of classic hot rods and innovative custom cars that he designed and built.

NEW PARTS

Oil pipeline, distributor cap, carburettor, regulator and regulator cap, hose and screws.



Published weekly

UK: £10.99

AUS: \$21.99



hachettepartworks.com/FordFalcon