

# THE ICONIC **FORD FALCON XB GT**

SCALE  
1:8



Details for the Engine



Gene Winfield Custom Cars

Published weekly  
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## POST-APOCALYPTIC EDITION



# THE ICONIC FORD FALCON XB GT

ISSUE 54

## ASSEMBLY GUIDE

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

## CUSTOM MADE

7

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

## 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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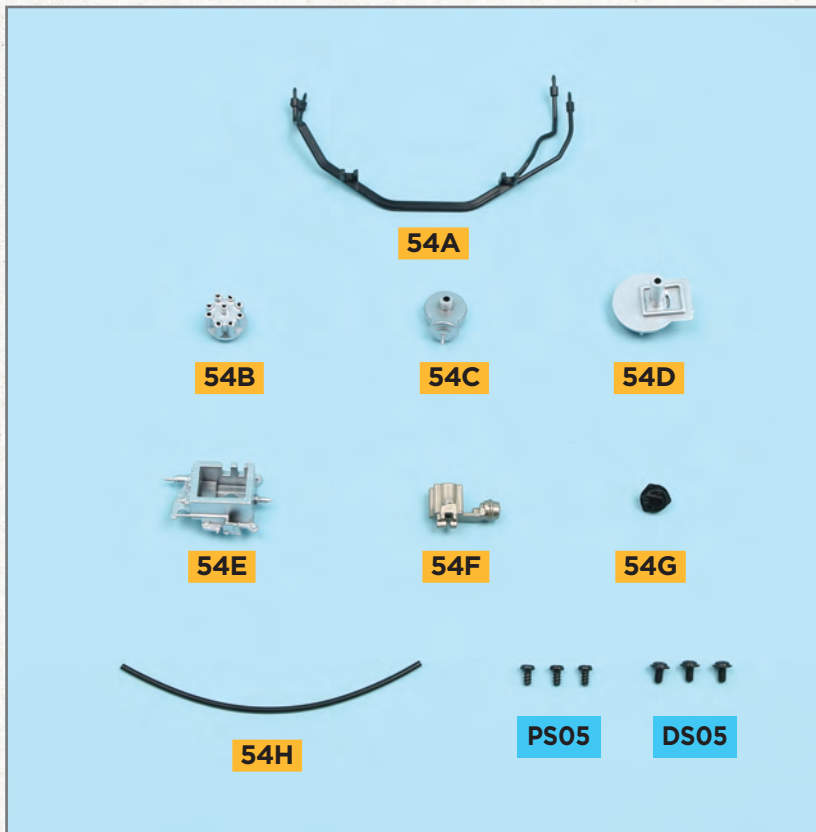
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# Stage 54: Details for the Engine

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



## List of parts:

- 54A** Oil pipeline
- 54B** Distributor cap (top)
- 54C** Distributor cap (bottom)
- 54D** Carburettor (top)
- 54E** Carburettor (bottom)
- 54F** Carburettor regulator
- 54G** Carburettor regulator cap
- 54H** Hose
- PS05** Three\* 2.3 x 4mm PB screws
- DS05** Three\* 2.3 x 4mm PM screws

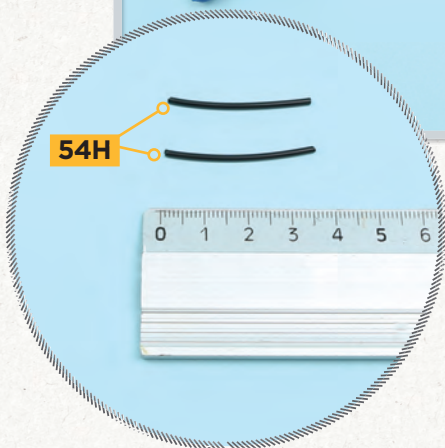
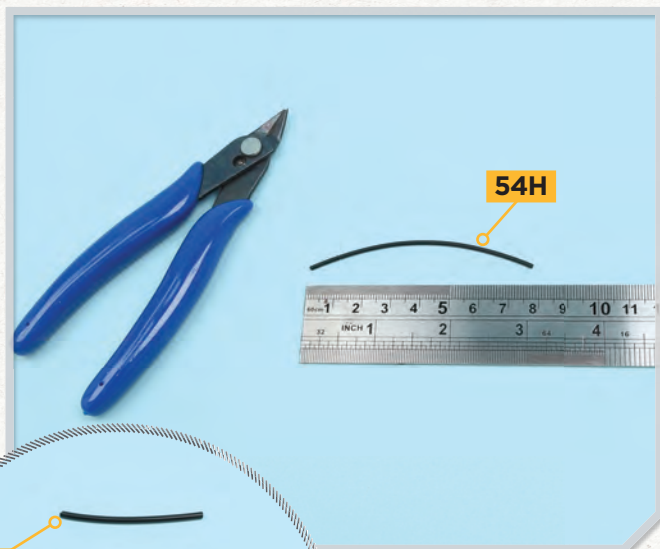
\*Including spare  
PB = Pan head for plastic  
PM = Pan head for metal

## Area of assembly



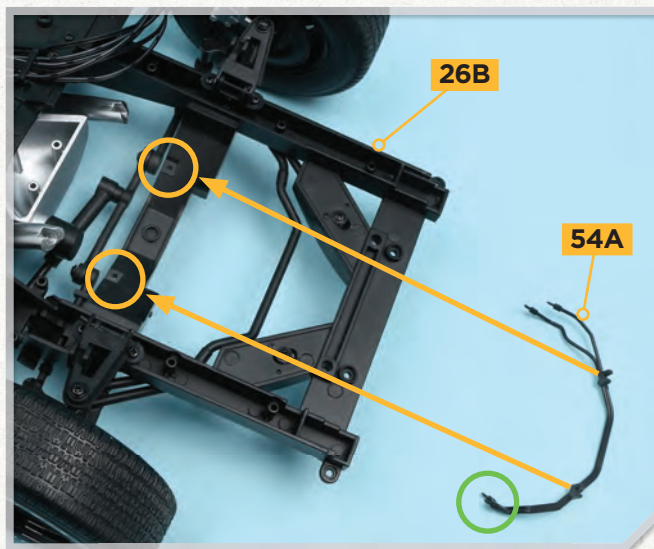


## Stage 54: Details for the Engine



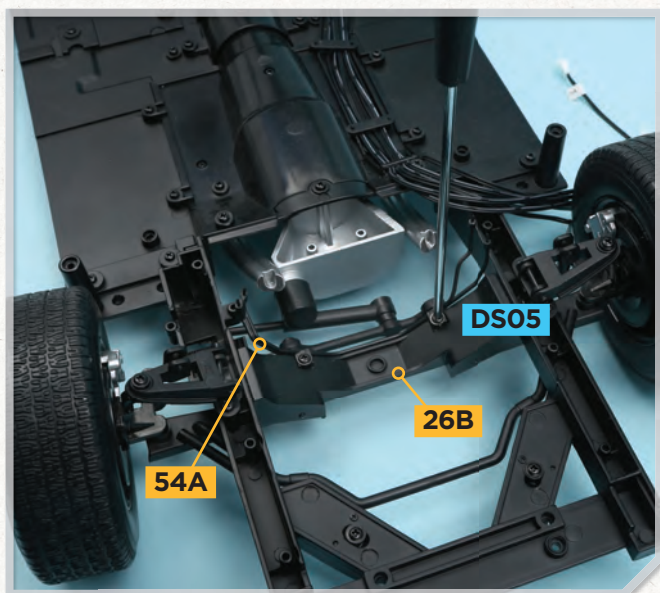
### STEP 1

Using a ruler, take the hose **54H** and carefully measure and cut two 35mm-long pieces of hose.



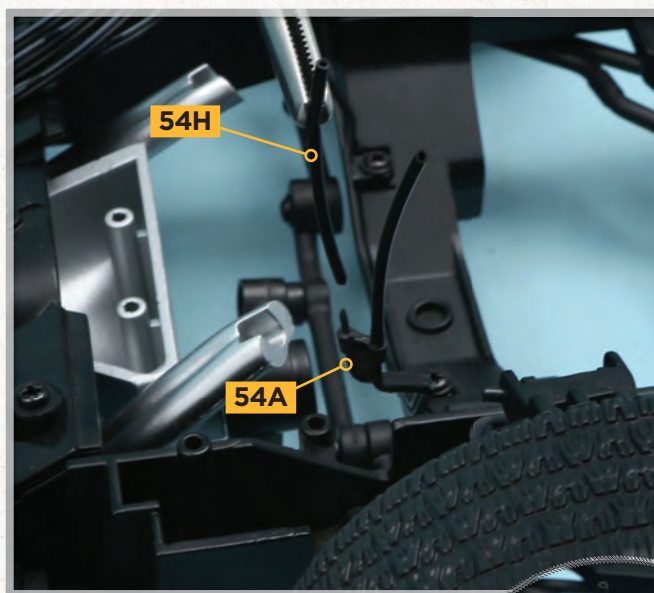
### STEP 2

Take the chassis and identify the fixing points for the oil pipeline **54A**: it runs across the chassis between the front wheels so that open tabs on part **54A** align with screw holes on part **26B** (circled in yellow). Note that one pair of pegs on the end of the pipeline **54A** is joined together: this goes on the right-hand side of the chassis (circled in green).



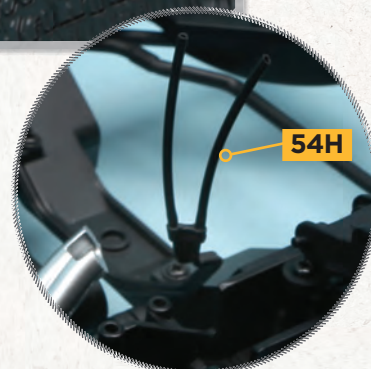
### STEP 3

Fit the open tabs on the pipeline **54A** into the recesses around the screw holes on part **26B** and fix in place with two **DS05** screws.

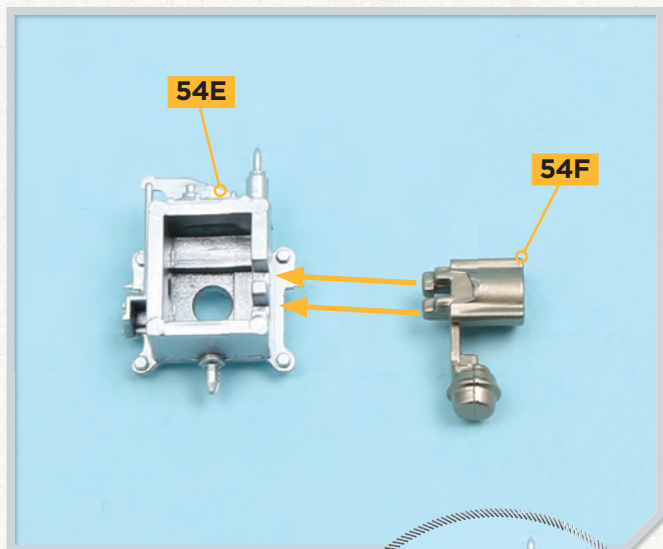


### STEP 4

Take the two lengths of hose **54H** from step 1 and fit them on to the pegs on the pipeline **54A** on the right-hand side of the chassis (the pair of pegs that are connected).

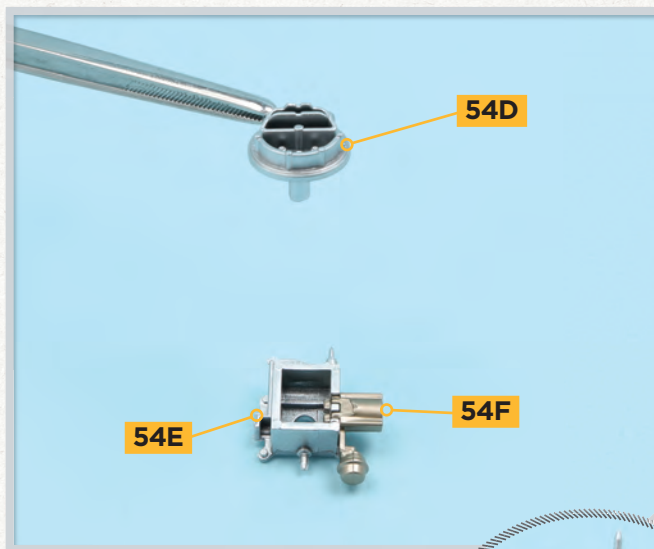
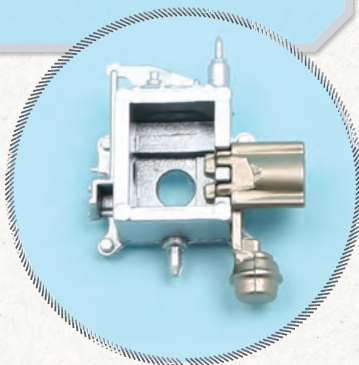






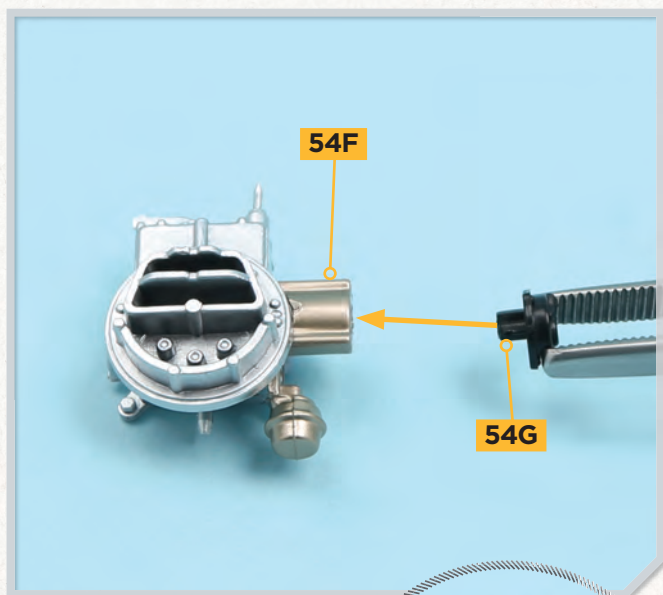
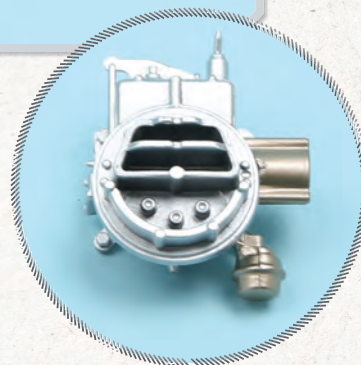
## STEP 5

Take the bottom section of the carburettor **54E** and the regulator **54F**. Slide the shaped arms on part **54F** into the slots in part **54E**.



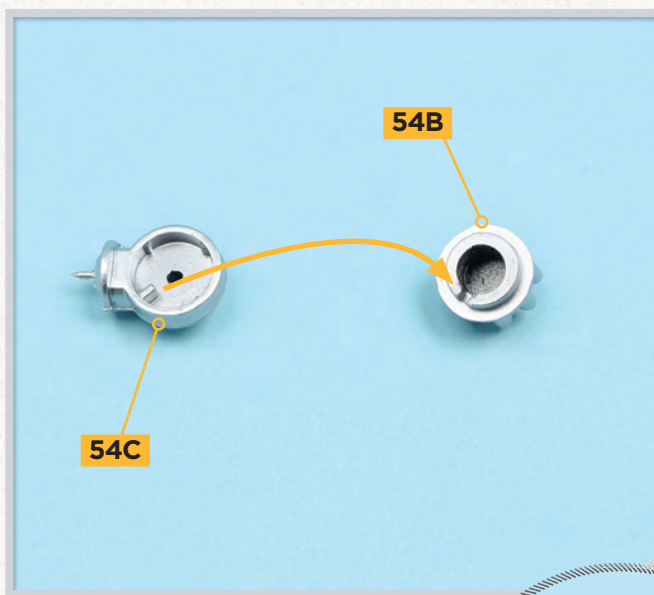
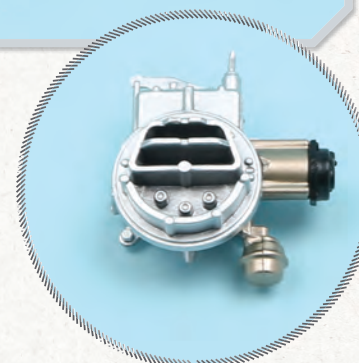
## STEP 6

Take the top of the carburettor **54D** and fit it over the open side of part **54E** so that the regulator **54F** is held in place. This is a push-fit connection.



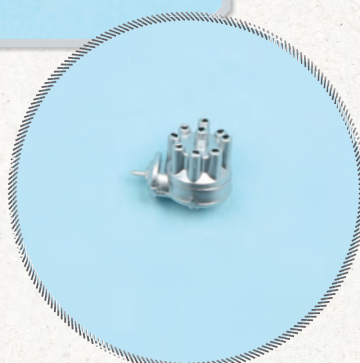
## STEP 7

Push-fit the shaped peg on the regulator cap **54G** into the corresponding hole in the open end of part **54F**.



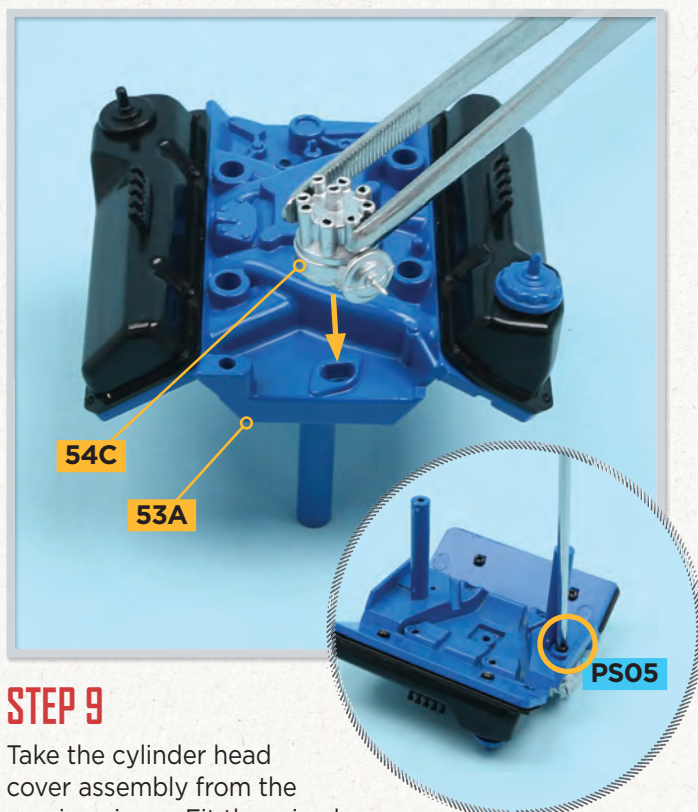
## STEP 8

Take the two parts of the distributor cap **54B** and **54C**. Check how they fit together: a tab on the inside of the rim of part **54C** fits into a recess on the rim of part **54B**. This is a push-fit connection.





## Stage 54: Details for the Engine



### STEP 9

Take the cylinder head cover assembly from the previous issue. Fit the raised D-shaped screw socket on the distributor part **54C** into the screw hole at the edge of part **53A**. Turn the assembly over so that you can fix part **54C** in place with a **PS05** screw.

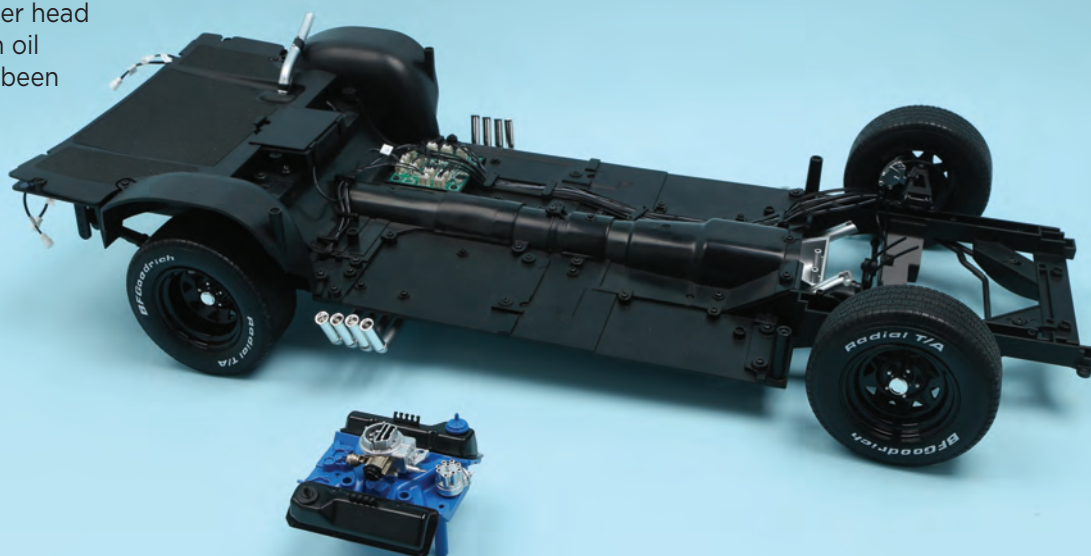


### STEP 10

Fit the raised screw socket on part **54E** into the screw hole at the centre of part **53A**. Turn the assembly over and fix part **54E** in place with a **PS05** screw.

## COMPLETED ASSEMBLY

Details have been fitted to the cylinder head cover and an oil pipeline has been attached to the chassis.





# Gene Winfield

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

**B**orn on 16 June 1927 in Springfield, Missouri, Robert Eugene Winfield was the youngest of six children. The family moved to California in 1929 where, at the age of 10, Gene found work as a carhop at the family's drive-in hamburger restaurant. By the age of 15, Gene had set up his first workshop behind the restaurant and had built his first car: a 1928 Model A coupé that he painted in dark blue lacquer, with dual antennas and twin exhausts.

Post-war, Gene opened Windy's Custom Shop, based in his mother's chicken coop, and performed his first roof chop on his brother Frank's 1941 Plymouth convertible. Gene built a Flathead-powered 1927 Model T Roadster on a Model A frame and in May 1949 he hit over 121 mph at the dry lakes. He redid the T to exhibit at the 1950 Oakland Roadster Show and he was also selling parts such as his own dropped front axles. Gene's business received further publicity with the 1946 Ford convertible he built for client Al Serpa. The Ford was chopped with a padded top,

Frenched headlights, Oldsmobile grille and 1941 Mercury fender skirts. It was pictured on the June 1953 cover of *Rod & Custom* with Gene polishing the car behind Serpa.

## GREATER SPEED

Still a hot rodder at heart, Winfield built a 1927 Model T coupé he called 'The Thing'. Chopped 12 inches with a laid back screen, channelled body and tri-carb Flathead, it ran 135 mph at Bonneville. Winfield was also customising newer vehicles, including chopping a 1952 Ford pickup with barely 100 miles on the clock.

The business expanded and there were often up to 15 cars were lined up outside to receive his treatment. Further exposure came via Spence Murray's 'Dream Truck,' a *Rod & Custom* project Chevrolet pickup on which Gene performed fender work and a sectioned hood. It opened the door to more magazine features showcasing his skills.

The car Winfield may be best known for is 'Jade Idol'; a stunning 1956 Mercury customised in 1959 for client Leroy Kemmerer at a cost of



Winfield attended a specialist convention at Las Vegas in 2018.

over \$15,000. Given free reign on the design, Gene sectioned the body four-inches, welded on 1957 Chrysler rear fenders and blended several shades of green paint in a style that became known as a 'Winfield Fade'.

Gene built 'Reactor' for owner Joe Kizis in 1964. It was Citroen DS-based with a hand-formed aluminium body. The car featured in TV shows *Bewitched* (1964-1972), *Batman* (1966-1968) and *Star Trek* (1966-1969). Winfield would go on to produce cars for movies including *Blade Runner* (1982), *Sleeper* (1973) and *RoboCop* (1987). He was also employed by Ford, creating show cars for their Custom Caravan show.

Gene went on to open many new workshops and continued building traditional customs. He remained in huge demand for his paint skills, applying his signature fades on countless vehicles.

Gene Winfield died on March 4, 2025, but undoubtedly his huge impact on the world of customising will be everlasting. ■

The 'Reactor' showed off typical avant-garde features.





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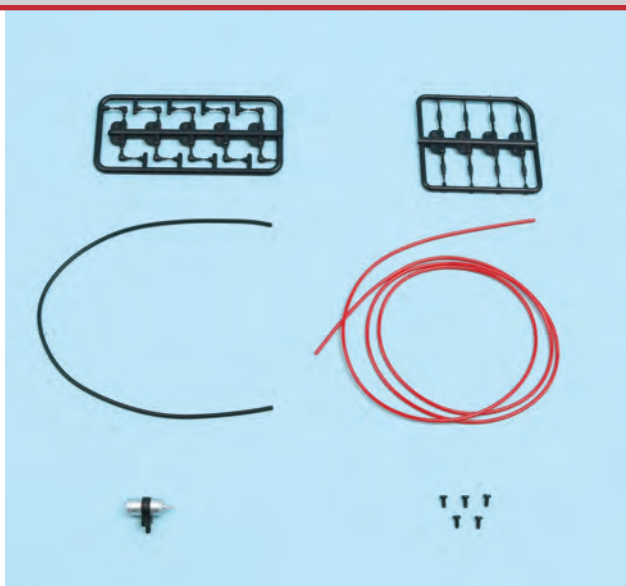


## • ASSEMBLY GUIDE

Spark plug leads, the ignition coil and other connections are fitted to the cylinder head cover.

## NEW PARTS

Wiring connectors, spark plugs, ignition coil, supply line, spark plug lead and screws.



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