

THE ICONIC FORD FALCON XB GT

SCALE
1:8



Engine Front Plate



Australian Hot Rodding

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POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 59

ASSEMBLY GUIDE

3

A pulley, hose, mounting part, dipstick and some parts from the previous issue are fitted to the panel that forms the front of the engine.

CUSTOM MADE

7

Long roads, a decent climate and a choice of the best of British, American and home-grown cars has created an Australian hot rod culture as vibrant and varied as anywhere in the world.

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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Stage 59: Engine Front Plate

A pulley, radiator hose, mounting plate, dipstick and parts from the previous issue are fitted to the panel that forms the front of the engine.



List of parts:

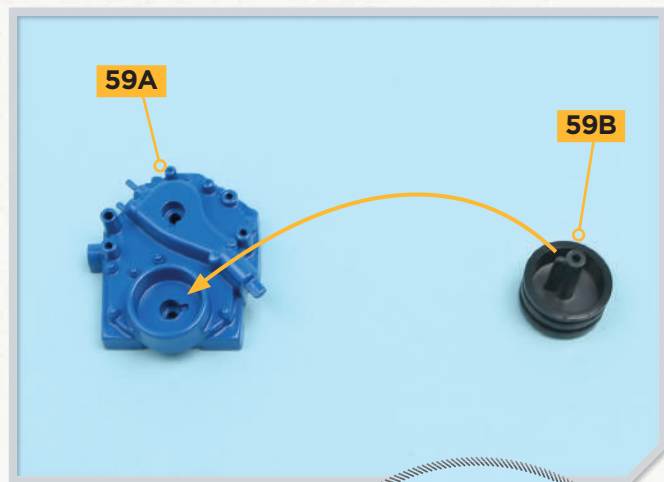
- 59A** Engine front plate
- 59B** Engine pulley
- 59C** Radiator hose
- 59D** Engine front plate mount
- 59E** Dipstick
- PS05** Three* 2.3 x 4mm PB screws
- DS02** Four* 2.3 x 4mm PM screws
- DS06** Two* 1.8 x 3.5mm PM screws

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

Area of assembly



Stage 59: Engine Front Plate



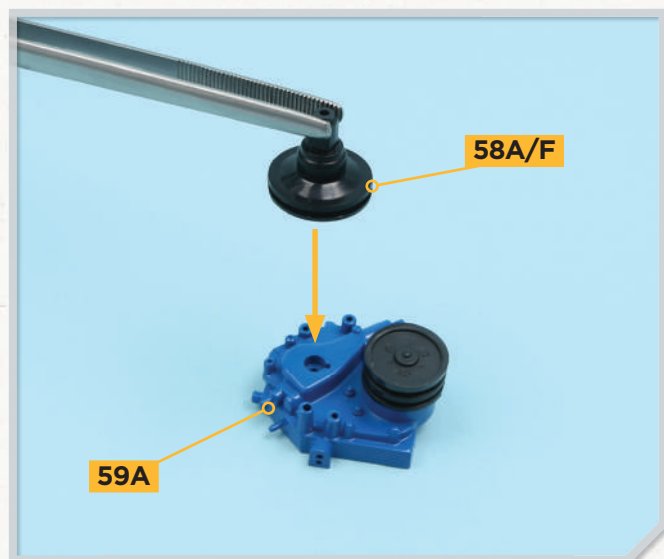
STEP 1

Take the engine pulley **59B** and check how it fits on the engine front plate **59A**. The shaft (with a long tab) on part **59B** fits into a shaped hole in a recess in part **59A**, as indicated.



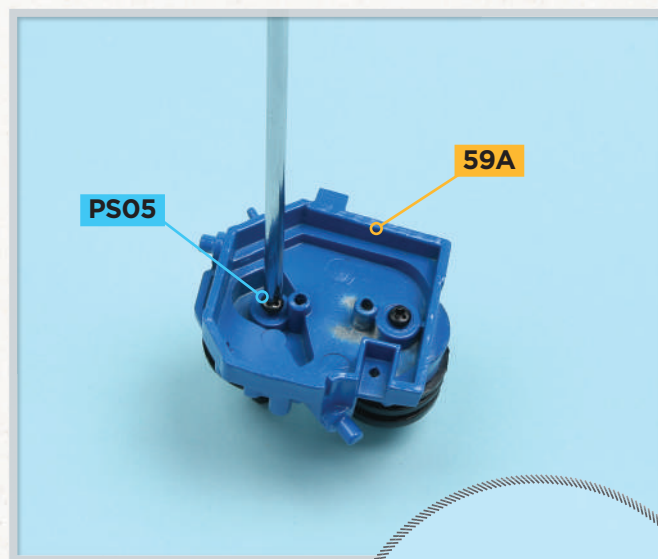
STEP 2

Holding part **59B** in place, turn the assembly over and fix the parts together with a **PS05** screw.



STEP 3

Take the front fan pulley and fixing plate assembly **58A/F** from the previous issue and fit the shaft on part **58F** into the hole in the engine front plate **59A**, as indicated.



STEP 4

Holding the assembly **58A/F** in place, turn the assembly over and fix together with a **PS05** screw. The inset (right) shows the two pieces in place.





STEP 5

Take the engine front plate mount **59D** and identify the fixing point on the back of part **59A**. A raised rim on part **59D** fits over a raised screw socket on part **59A** (orange arrow) and screw holes align (white arrow).



STEP 6

Fit part **59D** in place with two **DS02** screws.



STEP 7

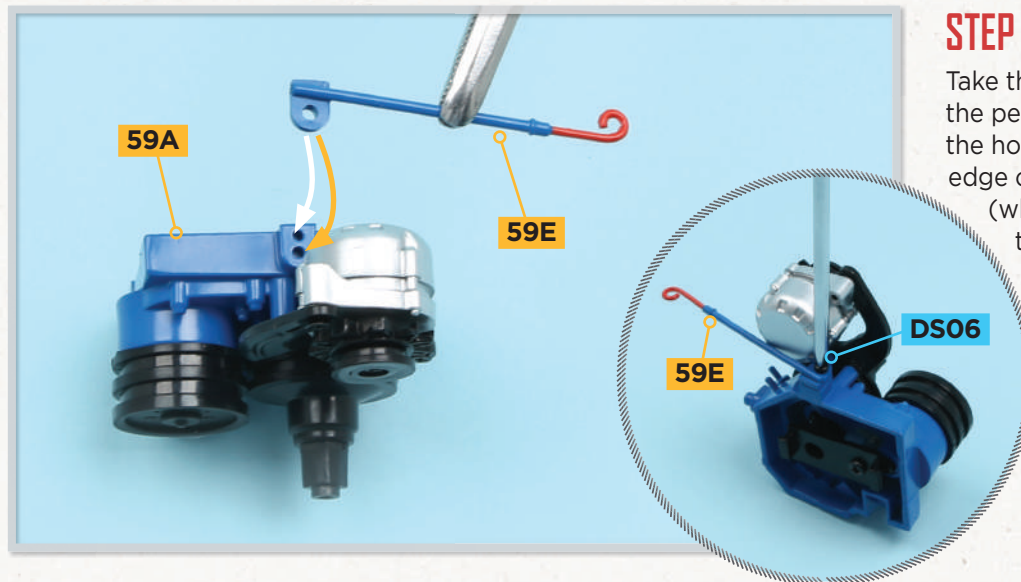
Take the alternator parts assembled in the previous issue and identify the fixing point on the side of the engine front plate **59A**. A long peg on part **58B** fits in a hole in part **59A** and the screw holes align.



STEP 8

Fix the alternator assembly and the engine front plate in place with a **DS02** screw.

Stage 59: Engine Front Plate

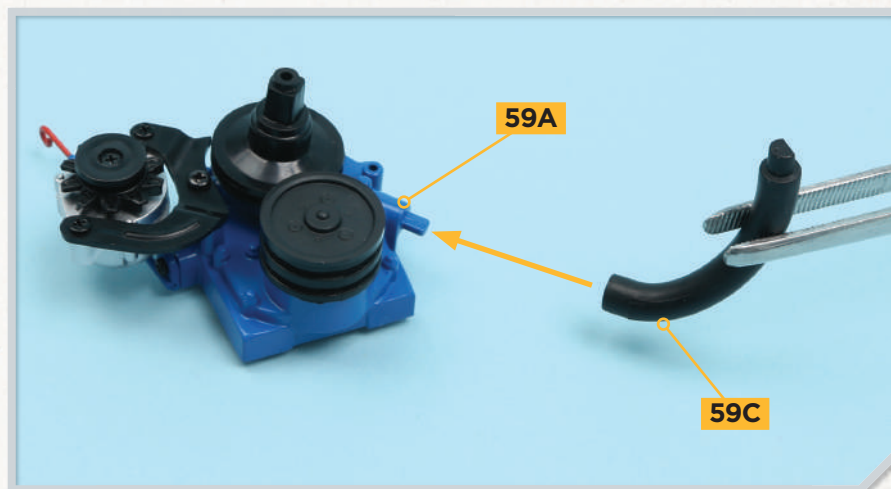


STEP 9

Take the dipstick **59E** and fit the peg on the tab at one end into the hole in the raised block on the edge of the engine front plate **59A** (white arrow). At the same time, the screw holes align (orange arrow). Fix the dipstick in place with a **DS06** screw.

STEP 10

Take the radiator hose **59C** and fit it to the peg on the side of the engine front plate **59A**. This is a push-fit connection.



COMPLETED ASSEMBLY

A series of parts have been fitted to the engine front plate.



Australian Hot Rodding

Outside America, Australia might just be the best country in which to be a hot rodder. Long roads, a decent climate and a choice of the best of British, American and home-grown cars have created a car culture as vibrant and varied as anywhere else in the world.

T rue Aussie hot rodding began during the mid-1950s, using 1930s car bodies and chassis. They were mainly Fords and almost exclusively Ford side valve (Flathead) V8 engines. Bodywork was commonly channelled over the frame, but rarely roof-chopped.

In the mid-1950s the locally-built Ford Customline and Mainline cars – based on the full-size American 1955 Fairlane – came with Ford's new overhead valve V8 known as the Y block. The Y block was soon cheap and plentiful, and became the powerplant of choice; later the compact Falcon was introduced with its small block V8 – another popular engine for rods.

Australian Chevrolets didn't get V8 power until 1961, so it took a while for the small-block 'Chev' to gain popularity. The 348 and even 409 could be found since they were factory fitted in large trucks. Six-cylinder Ford, Chevrolet and Holden engines were used in rods, but V8s were preferred. Tunnel ram induction gained popularity and most hot rods ran one or two 'carbies', unless the engine had come with factory triple carburettors.

Australia had many locally-built versions of foreign cars, always in right-hand drive. There were 'ute' (utility or pickup) variations of most of the Fords, making for an unusual sight whenever one was exported. The coupé ute is a typical example – a 1930-1950s coupé body with an elegant, smooth-sided pickup bed. Panel vans and sedan delivery models seem rarely hot rodded, probably



since even at 30 years old they were still valuable working vehicles.

While coupés and roadsters were as equally prized in Australia as in the rest of the world, there was an immediate acceptance of four-door sedans and phaetons, too. The Australians also embraced the (then) less popular fat-fendered 1935-1938 Fords far sooner than other countries.

EYE-CATCHING

Paint, although bright and polished, tended to be of one colour. Flames or scallops were unusual, but a few cars sported pinstripes. Some were panel painted in contrasting colours or lace painted – the colour sprayed through lace curtain fabric to give a pleasing pattern – but it was unusual even in the 1960s and 1970s. Metallic finishes were common, candy and metalflake

A twin-supercharged Ford coupé with a V8 engine shows its style at Coolangatta, Queensland in 2024.

paints less so since the hot sun bleached them so fast.

By the late 1960s, five-spoke mag wheels were becoming *de rigueur*. Local laws dictated fenders or mudguards had to be fitted, so most rods had some form of cycle fender wrapped around the tyres, since outside of towns the roads were usually dusty or muddy, which was the main reason why cars didn't tend to be built very low to the ground.

Drag racing was popular, as were club meets where driving trials were held – the first national event attracted 234 rods. There were even some custom cars built, but that's another story. ■

COMING IN ISSUE 60



• ASSEMBLY GUIDE

A fuel pump and fan are fitted to the assembly from the previous issue, and two fan belts are fitted.

• CARS ON SCREEN

Taxi Driver (1976), set in mid-1970s New York, is an uncomfortable film to watch. Robert De Niro plays Travis Bickle, a disturbed loner suffering from insomnia following his service as a Marine in the Vietnam War.

NEW PARTS

Fan blade, fuel pump support, fuel pump, fuel pump pulley, two fan belts and screws.



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