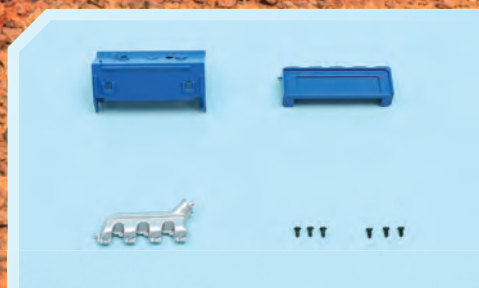


# THE ICONIC **FORD** **FALCON XB GT**

SCALE  
1:8



Engine Block



Ford Maverick: 1970-1977

Published weekly  
UK: £10.99 AUS: \$21.99



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## POST-APOCALYPTIC EDITION



# THE ICONIC FORD FALCON XB GT

ISSUE 61

## ASSEMBLY GUIDE

3

The exhaust manifold and right valve block are fitted to the right engine block.

## HISTORY OF THE FORD FALCON

6

The Falcon platform returned in 1969 with what Ford marketed as its "Simple Machine; Simple to buy, Simple to own, Simple to park, Simple to repair." This Simple Machine was the Maverick.

## 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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Licensed Product

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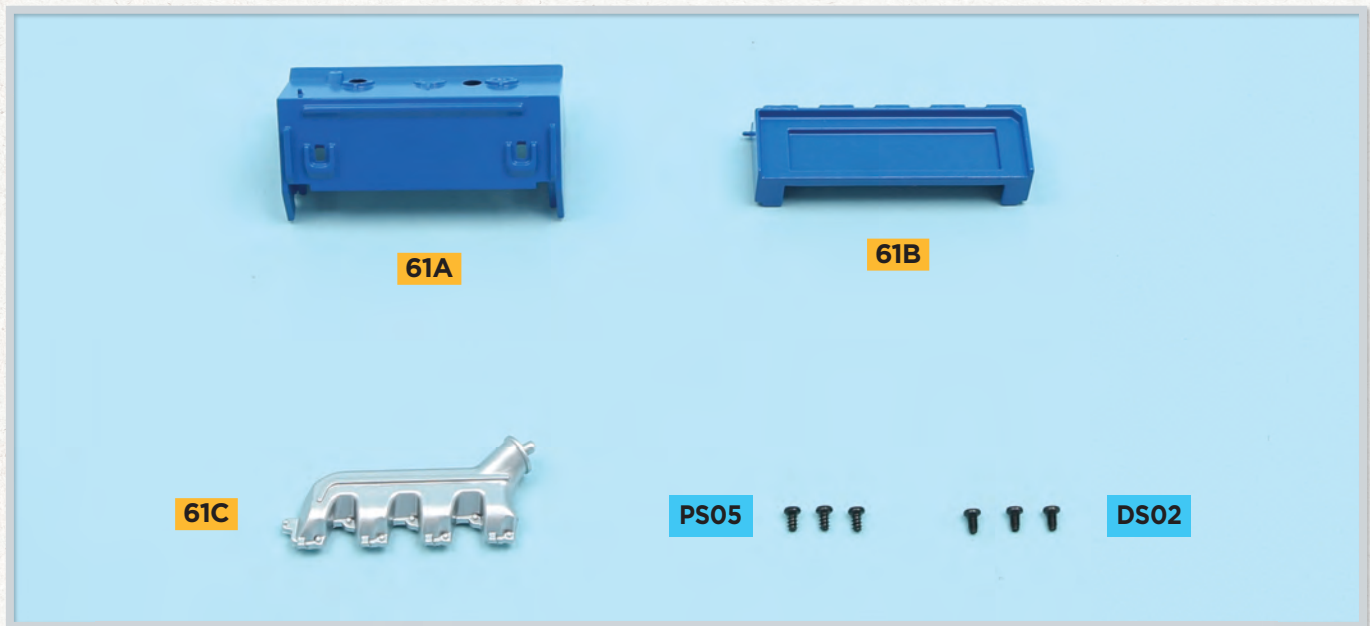
t=top, c=centre, b=bottom, l=left, r=right, u=upper





# Stage 61: Engine Block (right)

The manifold and valve block are fitted to the right-hand engine block.



## List of parts:

**61A** Right-hand engine block

**61B** Right-hand valve block

**61C** Right-hand exhaust manifold

**PS05** Three\* 2.3 x 4mm PB screws

**DS02** Three\* 2.3 x 4mm PM screws

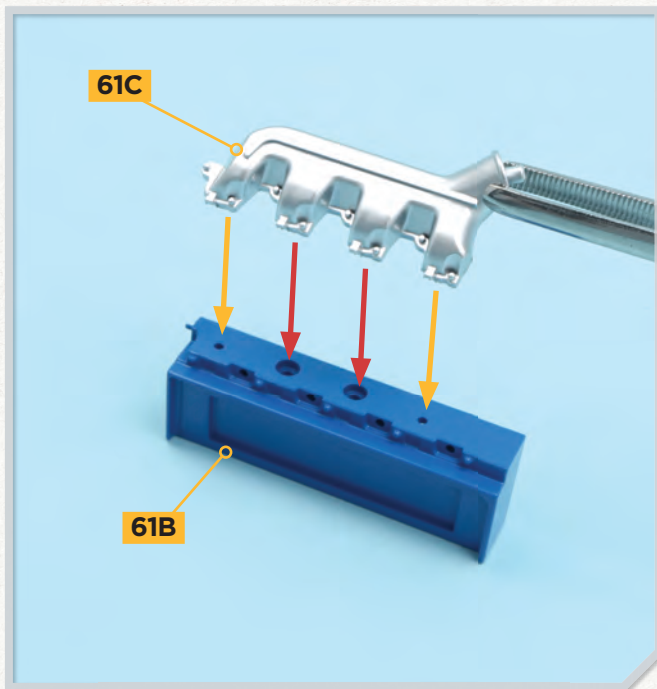
\*Including spare  
PB = Pan head for plastic  
PM = Pan head for metal

## Area of assembly



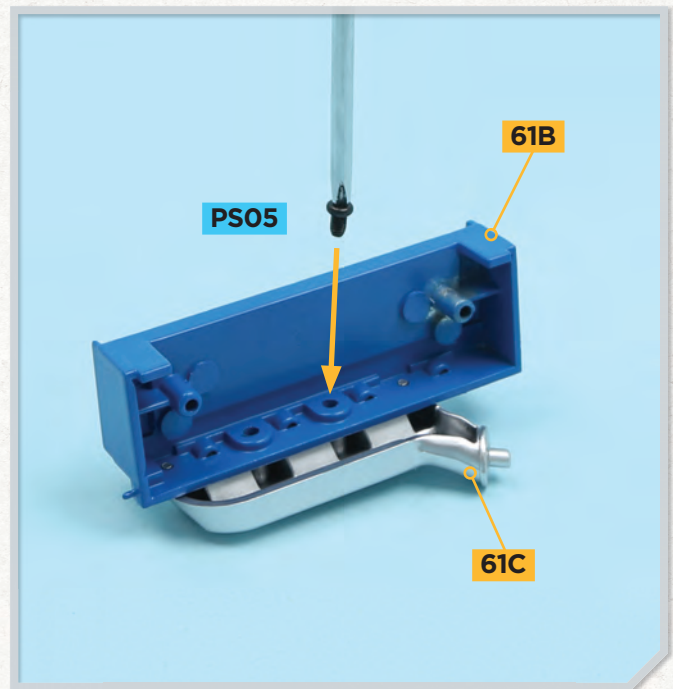


## Stage 61: Engine Block (right)



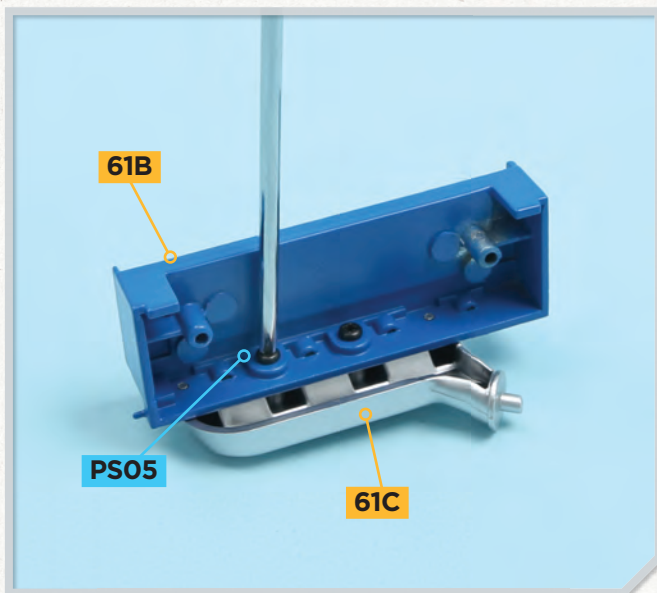
### STEP 1

Take the exhaust manifold **61C** and check how it fits along the edge of the valve block **61B**. Two pegs on part **61C** fit into holes in part **61B** (orange arrows) and the screw holes align (red arrows).



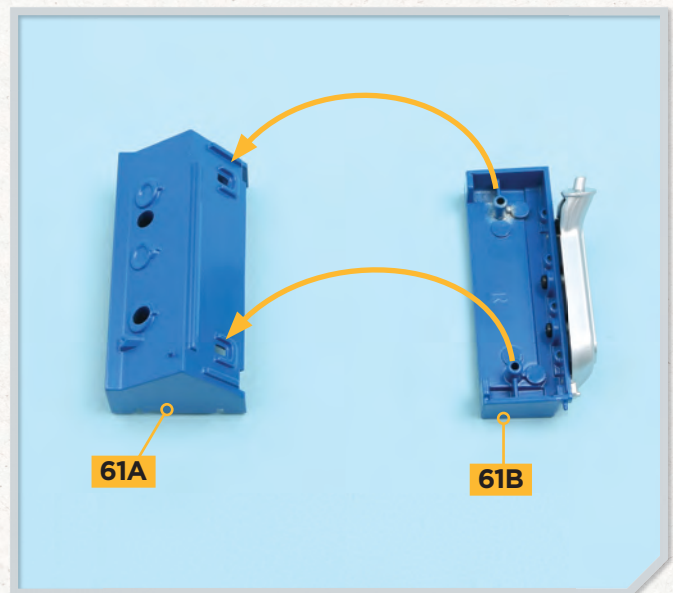
### STEP 2

When you are happy with the fit, turn the assembly over and fix part **61C** in place: the first **PS05** screw is being fitted above.



### STEP 3

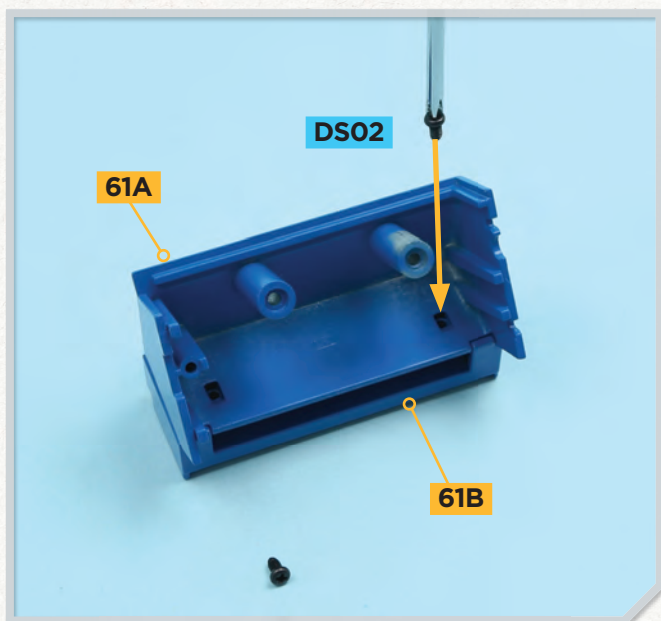
Fit a second **PS05** screw, as shown.



### STEP 4

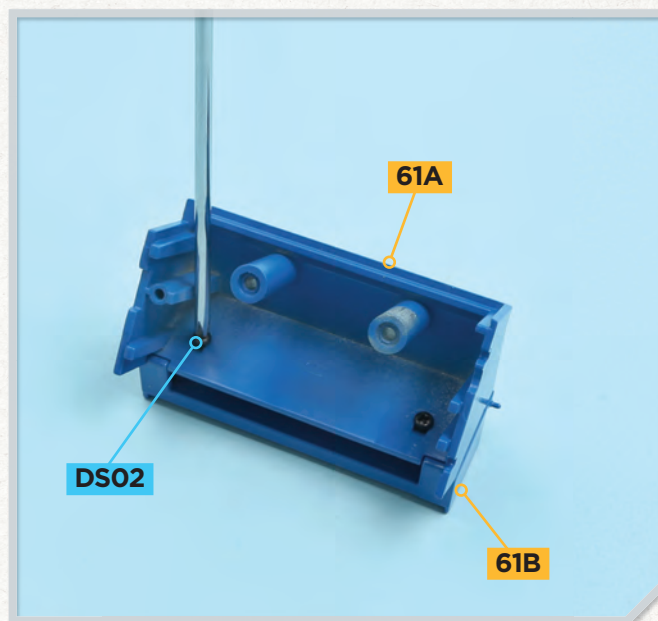
Check how the valve block **61B** fits on the engine block **61A**.





## STEP 5

When you are happy with the fit, fix the valve block **61B** in place on the block **61A**: the first **DS02** screw is shown being fitted.

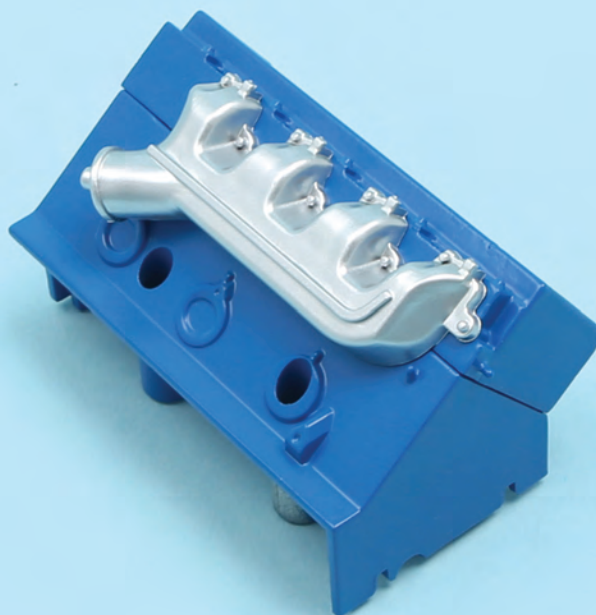


## STEP 6

Fit a second **DS02** screw, as shown.

## COMPLETED ASSEMBLY

The exhaust manifold and right valve block have been fitted to the right engine block.





# Falcon Reborn

## FORD MAVERICK: 1970 - 1977

The Falcon platform returned in 1969 with what Ford marketed as their “Simple Machine; Simple to buy, Simple to own, Simple to park, Simple to repair.” It was named Maverick.



The Maverick echoed the profile of the Mustang, but did not carry its heavier price tag.

big three, as were, to a lesser extent, imports from the British Motor Corporation, Jaguar, Renault, Saab and Citroën.

Ford had no real answer to these smaller cars, which sold partly on price and partly on something the US makers had hitherto not really understood; that less really was more to many Americans. Urban dwellers in New York and other cities genuinely preferred small cars because parking was an issue, they were easier to drive and they were cheaper to run. The green shoots of the ecology movement also made many younger people feel that

Ford had spun the 1964 Mk2 Falcon off the original 1960 Falcon's unibody platform, but abandoned it for the Mk3 Falcon, preferring to cut down the larger Fairlane's unibody. However, by the mid-1960s it was becoming clear that imports were selling in ever bigger numbers. In 1966, VW sold 427,694 vehicles in the USA, a rise of 56,472 from the previous year, with the well-established Beetle making up three quarters of those sales. Advertising had cleverly positioned the Bug as a car for alternative thinkers, but VW were actually selling it in mass-market volumes to buyers who loved its character and

probably wouldn't consider anything else. Japanese manufacturers were also presenting a threat, with smaller cars from both Datsun and Toyota taking business from America's

Economy and sporty looks were emphasised in Maverick promotions, in the face of stiff foreign competition.

**THE END OF FOREIGN INTRIGUE.**  
**FORD MAVERICK \$1995\***

Now, no need to look to imported cars for economy: Maverick is here. With more than just economy, Ford's new small car rivals the economy imports in price—and tops them in power, performance, passenger room, and trunk space.

And Maverick is designed to be unusually easy to service. And there are over 6,000 easy-to-find Ford Dealers to handle Maverick parts and service. The payoff? Only \$1995\*. That is intriguing. You don't have to leave the country either. Just slip on your trench coat and see the man from F.O.R.D.

\*Manufacturer's suggested retail price for the car. Price does not include: optional white sidewall tires, \$32.00; dealer preparation charge, if any; transportation charges, state and local taxes.

MAVERICK

**MAVERICK GRABBER**  
**MEET THE TURNED-ON TWIN OF OUR SIMPLE MACHINE!**

1970 Grabber—limited Edition Maverick

Isn't the hot little number it makes you think it is. It just looks that way... with sporty body-side stripes, black-painted hood, hood spoiler, dual racing mirrors, 3-spoke steering wheel, all-vinyl seat trim, five racing stripes, and more! Underneath, it's still our Simple Machine—a special edition of Ford Maverick. Still simple to own and drive. Simple to park. Simple to feed with a 200-cu. in. Six. Simple to maintain. Maverick Grabber. The look of performance without the price. Very simple to love!

For more information about Maverick, see your Ford Dealer or send for a free Maverick Catalog. Write Dept. V-12, P.O. Box 1503, Dearborn, Mich. 48121.

The Maverick presented a more glamorous image than its predecessor, the Falcon Mk3.

America's V8 land yachts were profligate. At this point Ford was still selling the Falcon by declaring it was very much like a larger car, which attracted some buyers but alienated others. The company would eventually go after that 'sub-compact' market with the Pinto in 1971, but in the late 1960s, just after Henry Ford II and his team had made their compact Falcon slightly less compact, a plan was greenlit to create a new car that had the long fastback profile of the Mustang, to appeal to the young, but which was smaller and would sell at a price closer to the small imports.

### FINDING THE BALANCE

The Falcon's sales had declined because the Mustang, which was based on the Falcon's platform, had effectively stolen its dad's thunder. Why buy a drab looking Falcon when you can have the coolest car in the world for not much more money? Although there was a hard core of more conservative, mainly 4-door Falcon buyers who preferred its understated appearance, Ford determined not to make the same mistake again and set out to engineer a smaller, cheaper car that had the looks of the Mustang. The company achieved this by using the Falcon Mk1 /2 as a base, again.

The driving force behind the project was Ford executive Lee Iacocca – often cited as the father of the Mustang, although that project was quite well advanced before he

became involved. Because much of the mechanical package came from the Falcon, the Maverick's development moved quickly, and a key decision was taken early on to make the Maverick a two-door fastback coupé only. Eugene 'Gene' Bordinat's styling team produced a clean, elegant design that updated many themes first seen on the Mustang fastback, but on a smaller scale. The shape had a pronounced feature line that ran low down the side of the car and bled into flat wheel arches, a feature probably influenced by that aspect of the General Motors' Oldsmobile Toronado, while the cut-off 'Kamm tail' had hints of Aston Martin DB6.

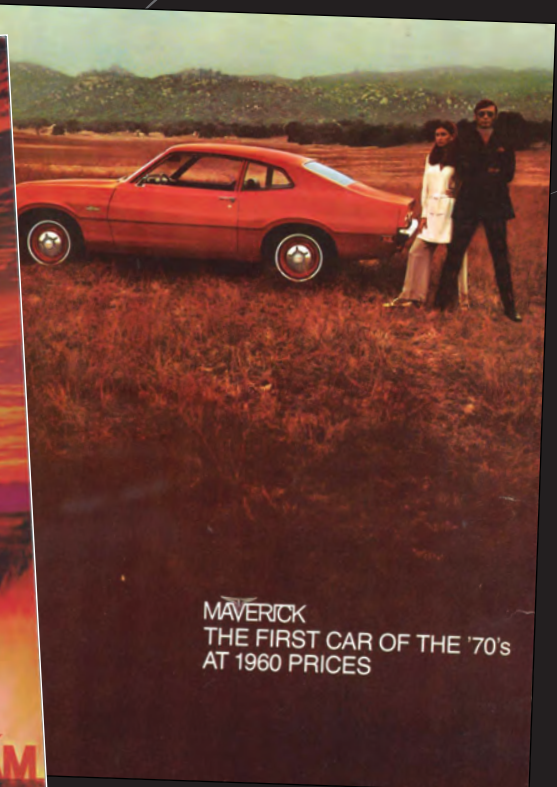
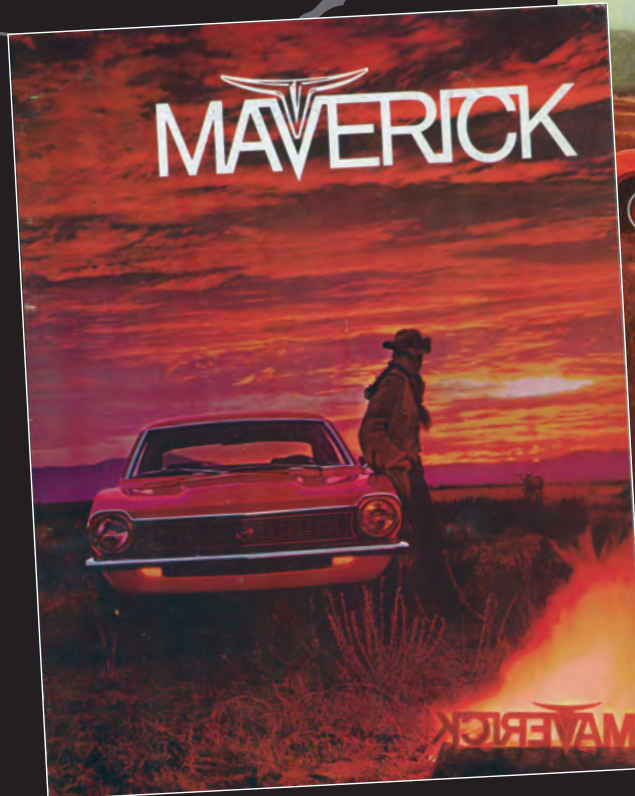
Specifications were also kept simple: the car was launched with only two straight-6 engine options and the base models were missing some content such as rev counters in order to keep the price low.

Famously, all Mavericks – even the top models – lacked a glove box until 1973. This was Ford's biggest

error with the car, as it turned out that people loved gloveboxes and were baffled by the omission.

The Maverick was launched on 17 April 1969, exactly five years after the Mustang. Glovebox aside, it was an instant hit, partly because at \$1,995, it was a bargain, considering the imports all had less brawny 4-cylinder engines. It was among the first cars of the 1970 model year (MY), which makes 1970 MY production figures a little misleading as they were accumulated over longer than twelve months. Even so, a total of 578,914 cars was higher than Ford had expected and wasn't too far off the Mustang's record-breaking performance in 1964/5.

The Maverick was a stop gap intended to be on sale for just five years, although its success, and delays to future models, ensured it was actually produced for almost eight years and became a full range of cars, by which time a total of around 2.1 million had found buyers. Quite a profitable stop gap! ■





# COMING IN ISSUE 62



## • ASSEMBLY GUIDE

More pipelines are connected and the upper part of the engine is fitted to the engine block.

## NEW PARTS

Gear box mount, carburettor hose, double fuel hose, belt, fuel regulator and screws.



Published weekly

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AUS: \$21.99



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