

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



SCALE
1:8



Dashboard Panel



The Maverick Comes of Age

Published weekly
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POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 66

ASSEMBLY GUIDE

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Further details are fitted to the dashboard housing panel and the dashboard assembly is fixed in place.

HISTORY OF THE FORD FALCON

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Ford's Maverick was a miniature Mustang and sold almost as well, so Ford did what they do best and added a plethora of options for 1971; the car's second full year in production.

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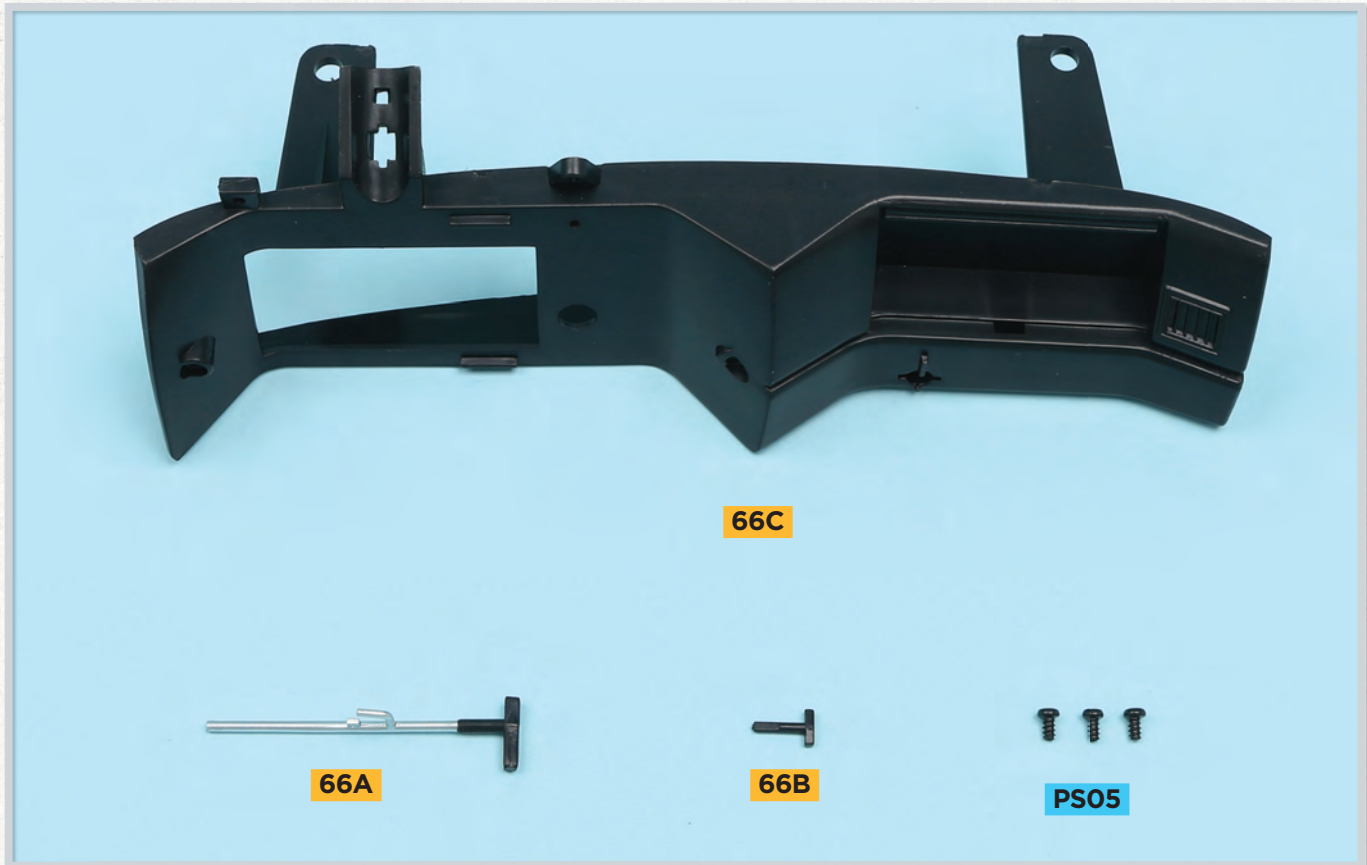
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t=top, c=centre, b=bottom, l=left, r=right, u=upper



Stage 66: Dashboard Housing

Details are fitted to the dashboard housing panel and the dashboard assembly is fixed in place.

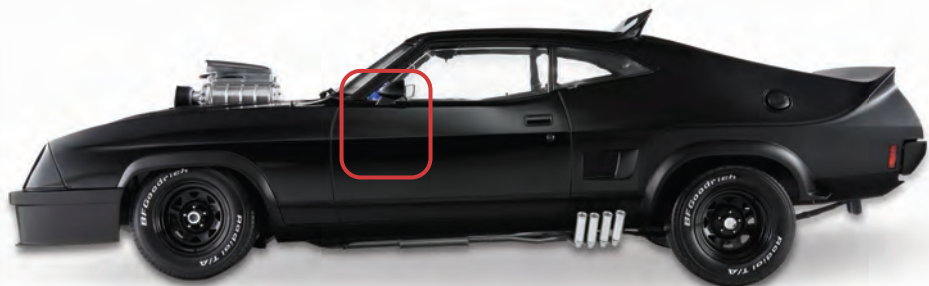


List of parts:

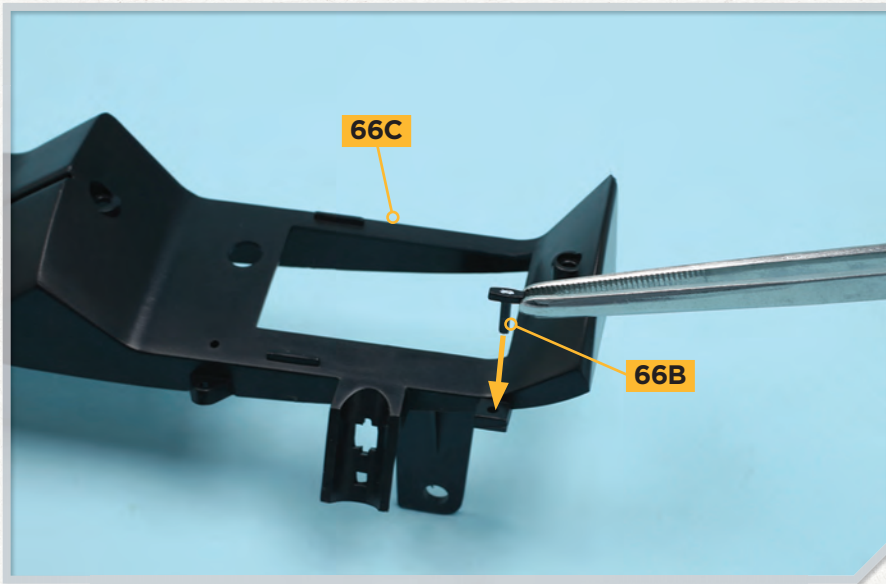
- 66A** Handbrake
- 66B** Lever for opening the bonnet
- 66C** Dashboard housing panel
- PS05** Three* 2.3 x 4mm PB screws

*Including spare
PB = Pan head for plastic

Area of assembly



Stage 66: Dashboard Housing

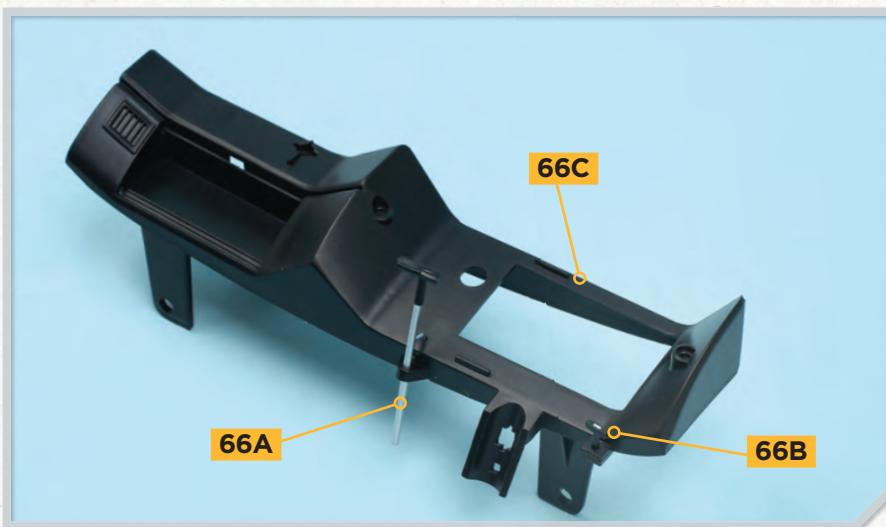


STEP 1

Fit the bonnet opening handle **66B** into the hole in the tab on the dashboard housing **66C**. The peg on part **66B** is D-shaped. This is a push-fit connection.

STEP 2

Fit the handbrake **66A** into the round tab on the other side of the opening for the dashboard in part **66C**. As you fit it, the arm on the side of the handbrake fits into a small hole in part **66C** (arrow).



STEP 3

This shows the handbrake **66A** and the bonnet lever **66B** in place on the dashboard housing **66C**.



STEP 4

Fit the dashboard assembly from the previous issue into the large opening in the dashboard housing **66C**.

STEP 5

Fix the dashboard assembly in place with two **PS05** screws as indicated (right).



COMPLETED ASSEMBLY

The handbrake, bonnet lever and dashboard have been fitted into the dashboard housing.



Developing the Ford Maverick

MAVERICK COMES OF AGE

Ford's Maverick was a miniature Mustang and sold almost as well, so Ford did what they do best and added a plethora of options for 1971.



The initial success of the Maverick justified expanding Ford's "Simple Machine" into a complicated range of many, not quite so simple, machines. The second year Maverick price list, which appeared on 11 September 1970, featured a bewildering array of options, although for reasons never understood customers still couldn't have a glove box (and wouldn't be able to until mid-1973).

Ford has always been quick to spot an opportunity, and spinning further models from the already paid-for original 1960 Falcon platform was relatively simple, so only a small investment

The Mercury Comet only differed from the Maverick in trim and brightwork, but the luxury details brought good sales and higher profits to Ford.

was required to create the V8-powered, performance orientated Maverick Grabber, as well as a moderately priced compact 4-door saloon and more luxurious siblings badged as Mercury Comets.

Along the way, the original dainty, almost Italianate, 2-door Maverick acquired six unsightly inches of bumper in 1973 in order

Period colours and modest rear bumpers gave early Maverick 4-door saloons an elegant, understated style.

to meet the 5mph impact legislation; it was also adorned with fashionably garish graphics. The 4-door sold well but became just another inoffensive saloon that appeared on endless TV cop shows



as the car the more 'mumsy' character might drive. But it was evidence that Ford was good at product placement and the Maverick was a source of continual profit until production was finally ended in 1977, after around 2.1 million units had been produced and sold.

The Maverick was conceived to fight imports — most notably the VW Beetle, which it approached on price while being a size above. The 1971 4-door Maverick offered superb value at a base price of just \$2,235, just \$60 more than the 2-door coupé. A VW 'Super Beetle' was by that time \$1,985, but it was cramped, antiquated and noisy. It is no coincidence that the 4-door Maverick had a wheelbase of 109.9 inches (which was almost identical to the original Ford Falcon) but a total length of 188.6 inches, which was 7 inches longer. The saloon was an immediate hit and of the 271,897 Mavericks built for the 1971 model year, 73,206 were saloons. The proportion of saloon sales gradually rose as the 4-door caught on, although the pretty coupé always outsold its less glamorous cousin.

NEW FEATURES

The Maverick had initially been offered with a choice of three OHV straight-six engines, the base 170ci only produced 105bhp at 4,400rpm and that engine remained available, along with a 200ci unit that produced 115bhp at 4,000rpm. The most powerful of the 6-cylinder trio was the 250ci, which yielded 145bhp at 4,000rpm and only cost \$79 extra. The big change for 1971, however, was the introduction of the 302ci V8. This produced 210bhp at 4,600bhp and was initially only available with Cruise-O-Matic automatic transmission. It cost a mere \$183 over the base model and made the compact Maverick coupé,

Grabbing the youth market

The Maverick Grabber was designed for performance and featured bright colours and vibrant graphics, plus bucket seats and other more sports-orientated options, as standard. Below is a 1971 302Ci V8 Maverick Grabber — notice the V8 hood scoop — in Grabber Yellow with green graphics. Later models came with sports alloy wheels as standard and could be ordered with a manual stick shift. The Grabber was available with either a straight-6 or V8 engine.



which weighed only 2763lbs when fitted with the V8, into a serious performance car that offered 0-60mph in 8.1 seconds and a standing quarter mile in the low 16 second bracket. It was the best value V8 around, and some actively preferred the more nimble Maverick coupé over the Mustang which, in 1971, was over 10 inches longer, nearly 5 inches wider, almost 300lbs heavier and, crucially, around \$600 more with the same engine. Ford was careful not to destroy Mustang sales, so tuning options were limited, and the Maverick was never offered as a convertible.

However, by the late 1960s after-market tuners knew how to make Ford V8s produce big power outputs, and specially tuned V8 Maverick coupés, usually in

'Grabber' trim, became popular mini-muscle cars and have remained so — like the rather down at heel V8 Maverick driven by Han in the *Fast & Furious* film franchise.

The 1970s were a difficult time for the automotive industry. Inflation, oil prices and exchange rates were unpredictable, and the well-intentioned safety and air quality legislation being introduced in the USA ran ahead of the technology needed to engineer the elegant solutions that electronic engine management later facilitated. Maverick kept selling well, however, with 98,506 being built in its last year of production. The Mustang may be the Ford icon, but the now largely forgotten Maverick was yet another profitable product based on McNamara's original 1960 Falcon. ■

COMING IN ISSUE 67

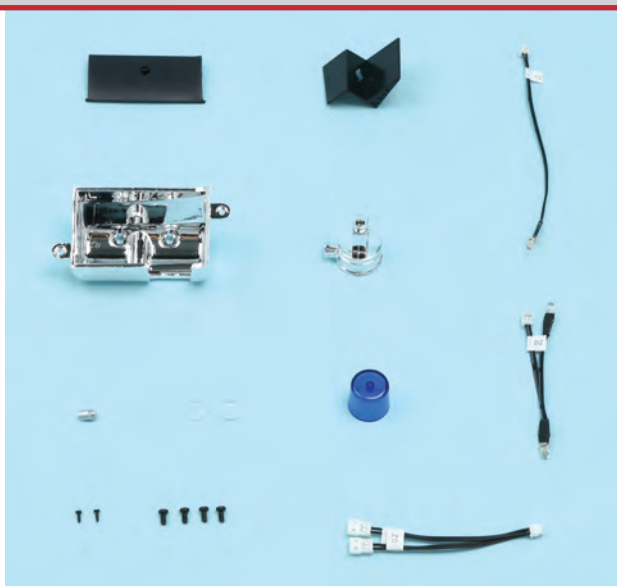


• ASSEMBLY GUIDE

A rotating light is fitted to the dashboard housing and other lights are fitted behind the instruments. A glove box is also fitted.

NEW PARTS

Glove box door, rotating light holder, LED and cable, instrument panel housing, rotating light fittings, cable with LEDs, button for glove box, lens for the rotating light, blue cover for lights, cable with connectors, screws.



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