

THE ICONIC FORD FALCON XB GT

SCALE
1:8



Front Floor Mats



Australian Car Customising

Published weekly
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POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 70

ASSEMBLY GUIDE

3

Mats for the driver and front seat passenger are fitted to the floor assembly, and two side panels are attached.

CUSTOM MADE

7

The Australians had the best of American, European and home-grown cars available for customisation, and Friday and Saturday nights were the time to indulge in tyre-shredding burnouts and doughnuts.

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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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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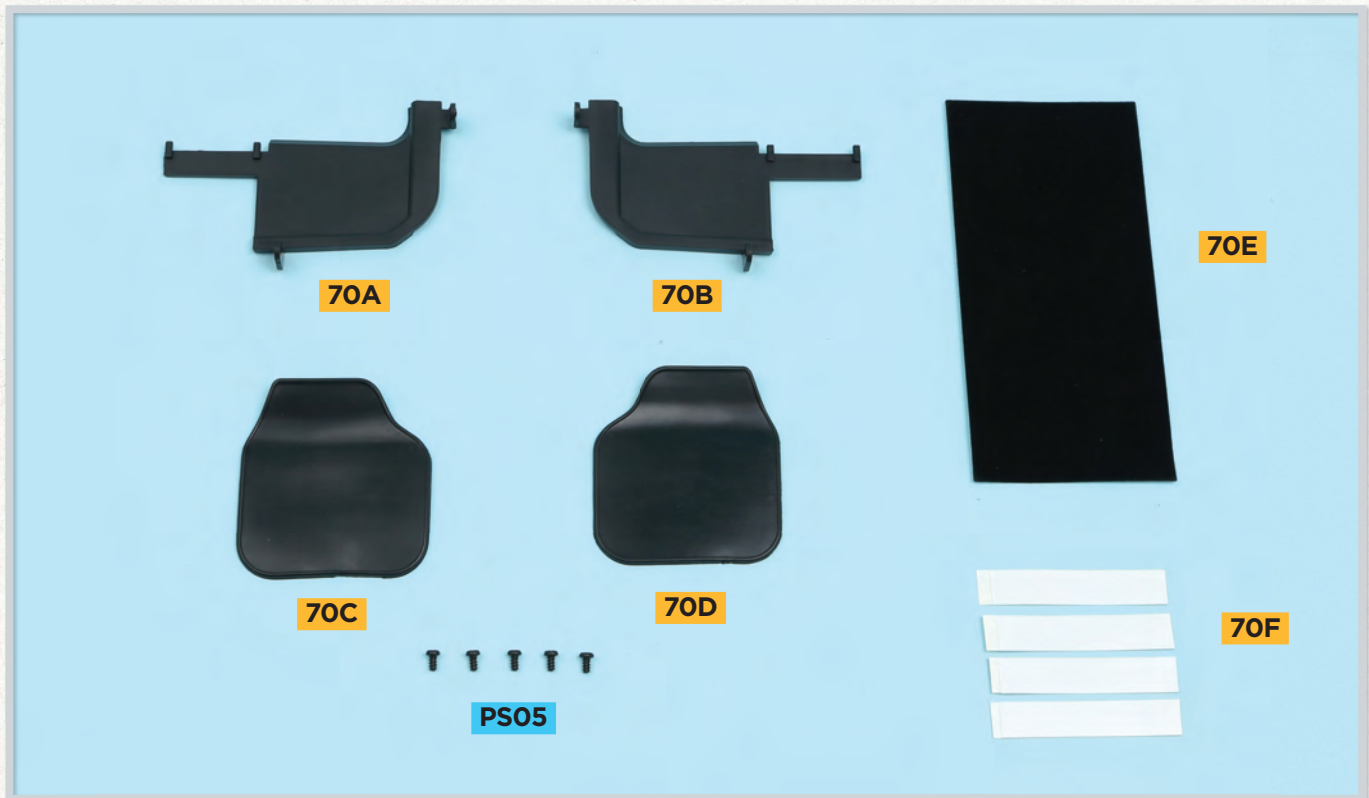
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Stage 70: Front Floor Mats

Mats for the driver and front seat passenger are fitted to the floor and two side panels are attached.



Area of assembly

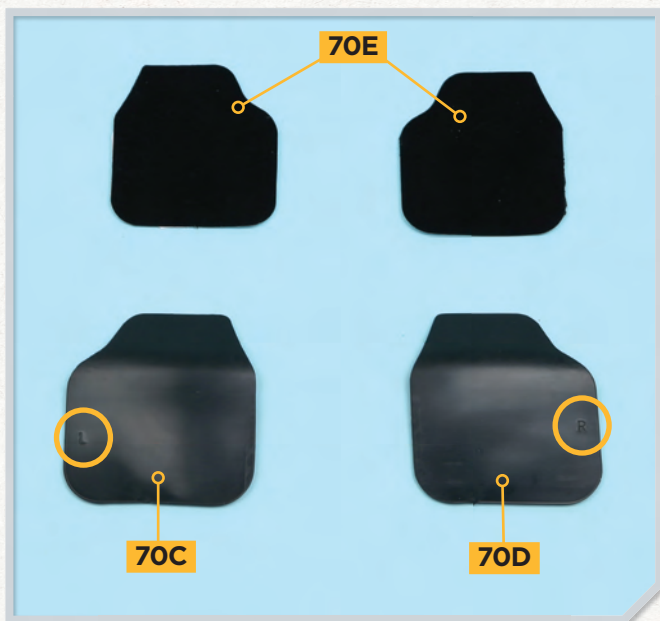


List of parts:

- 70A** Front floor right side panel
- 70B** Front floor left side panel
- 70C** Left floor mat
- 70D** Right floor mat
- 70E** Self-adhesive carpet felt
- 70F** Double-sided tape (x 4)
- PS05** Five* 2.3 x 4mm PB screws

*Including spare
PB = Pan head for plastic

Stage 70: Front Floor Mats



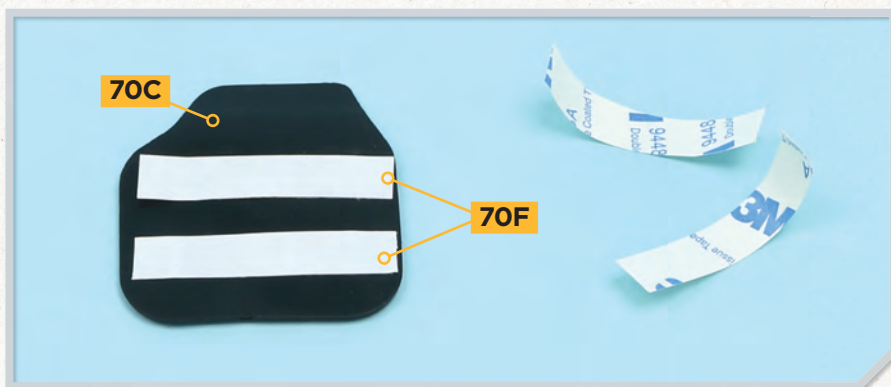
STEP 1

Note that the rubber floor mats **70C** and **70D** are labelled L and R on the underside (circled). There are matching panels of carpet on the carpet felt panel **70E**.



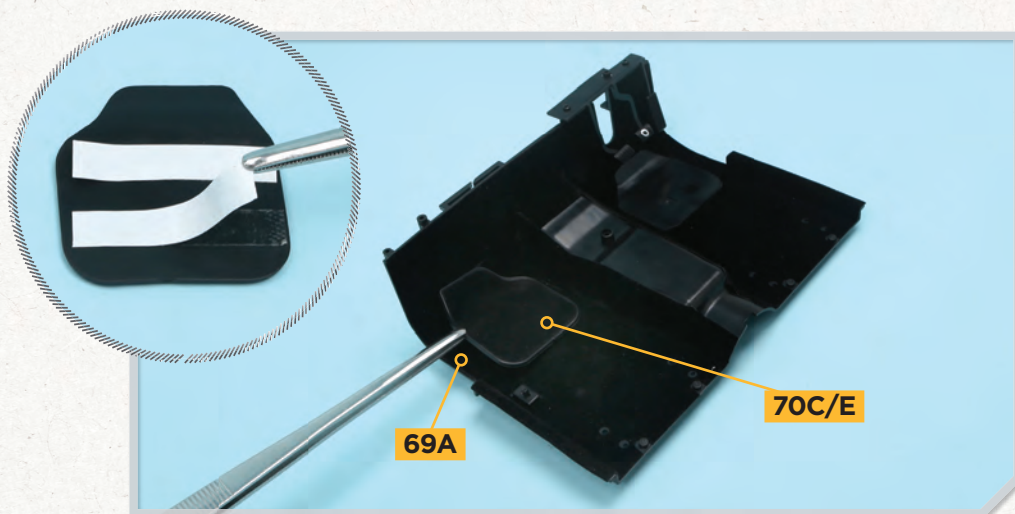
STEP 2

Remove the panel for the left floor mat from the backing sheet **70E**. Carefully fix it on top of the left floor mat **70C** so that the edges are aligned.



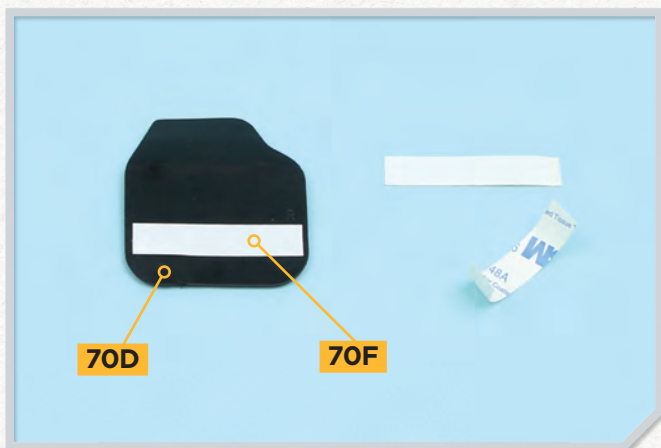
STEP 3

One at a time, remove the backing from two of the double-sided tape strips **70F** and stick them across the underside of the left floor mat **70C**.



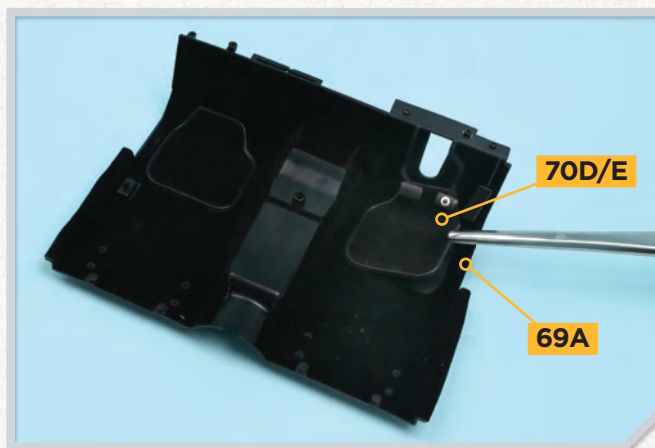
STEP 4

Remove the protective backing from the double-sided tape (inset) and stick the floor mat in place on the uncarpeted area on the left-hand side of the floor **69A**.



STEP 5

Repeat the process to fit the second panel of carpet felt **70E** to the right floor mat **70D**. Then fix two strips of double-sided tape **70F** to the back of the floor mat.



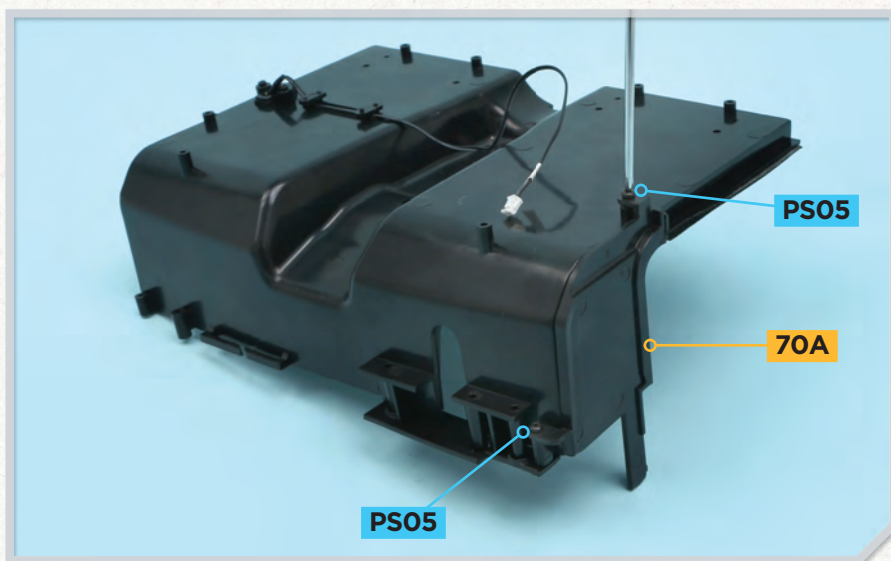
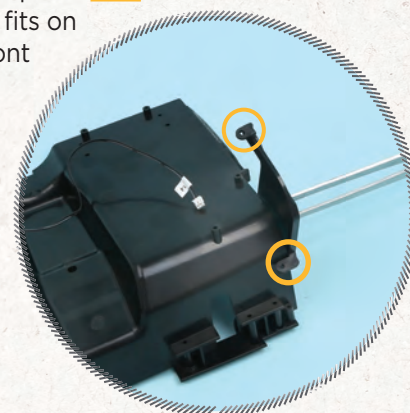
STEP 6

Remove the protective backing from the double-sided tape and fix the right floor mat **70D** in place on the right-hand side of the floor **69A**.



STEP 7

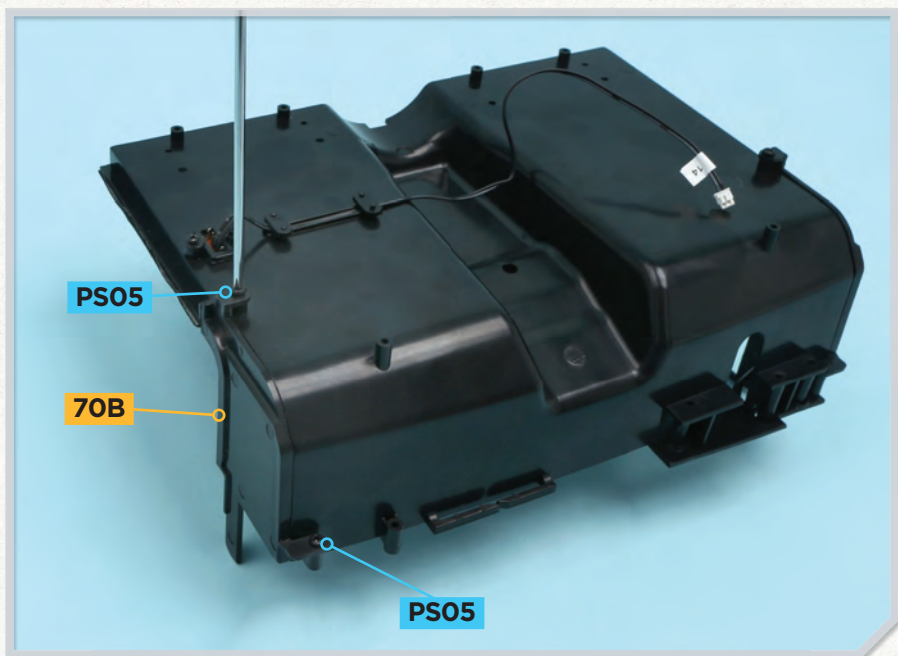
Take the right side panel **70A** and check how it fits on the side of the front floor **69A** so that the screw holes in the tabs on part **70A** (circled) align with a screw socket in part **69A**.



STEP 8

Fix the side panel **70A** in place with two **PS05** screws.

Stage 70: Front Floor Mats



STEP 9

Similarly, fit the left side panel **70B** to the left side of the floor panel **69A** so that the screw holes are aligned. Fix in place with two **PS05** screws.

COMPLETED ASSEMBLY

Floor mats and side panels have been fitted to the front floor.



Australian Car Customising

Friday and Saturday nights were the time for the local 'hoons' in their muscle cars to indulge in 'circle work' — tyre-shredding burnouts and doughnuts or street racing. The Australians had the best of American, European and home-grown cars to choose from.



A 1949 Ford ready to smooth its way through the streets of Castlemaine, Victoria, the self-proclaimed hot-rod capital of Australia.

Australians took to the car with open arms, just as most other countries did. While the hot rod culture was certainly popular, custom cars gained ground in the early 1950s. While America embraced the 1949–1951 Mercury as their custom of choice, the Aussies had their local favourite; the Holden sedan. As depicted in the film *The FJ Holden* (1977), Holden F-series were especially popular with teenagers. Countless examples received rolled front and rear pans, conversions to quad headlights, radius wheel arches to fit wider wheels, and custom grilles. The more radical FJs were chopped, which was never straightforward on a four-door car. The aftermarket catered to Holden owners with extra carburettors and bolt-on, go-faster parts; hotter cam and performance exhausts provided extra power.

The 'Spinner' was the nickname given to the 1949 and 1950 series

Australian-built American Fords due to their bullet centre grille. These full-size Fords were constructed in Australia as right-hand drive, local market cars. Some had V8s that were pirated for hot rods, but those that managed to retain their powerplants were fast and powerful sounding machines. They were modified in the style of American customs with tube grilles, chrome reversed wheels, shaved, nosed and decked of all trim, and a set of taillights from a different car. Paint tended to be one colour, often bright metallic red or blue.

The Ford Customline built from 1952 and the 1950s Chevrolets were equally popular. Customlines and Spinners were the basis of hundreds of mild customs.

GOOD LOOKS

Sectioning bodywork was rare even in America, but as well as sectioned Customlines, there was a well-known sectioned 1958 Dodge four-door and

a 1958 Studebaker with an incredible eight-inches of metal horizontally removed from its centre. Australia didn't get many coupés and the majority of these customs retained all four working doors — a practical aspect that makes period Australian custom cars stand out today.

By the early 1970s muscle cars were taking over. The Mad Max Interceptor is a fair reflection of what was being done to customs: wide wheels, bigger arches and body kits. The T/A fibreglass nosecone offered by Peter Arcadipane added a Trans Am style front to countless Falcon coupés and panel vans, while his Concorde body kit was immortalised on the Interceptor.

Mag wheels, sidepipes and bonnet scoops were the order of the day for Toronas and Monaros. Jacked-up rear suspensions lasted into the 1980s and pro-street became hugely popular. If the Americans could do it, then the Aussies would also give it a try. ■

COMING IN ISSUE 71

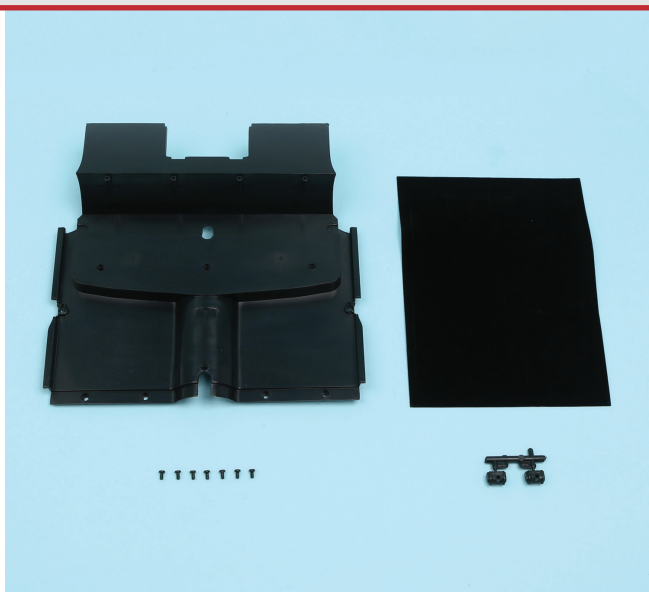


• ASSEMBLY GUIDE

Carpet panels and seat belt retractors are fitted to the rear floor.

NEW PARTS

Rear floor, left and right seat belt retractors, self-adhesive carpet felt and screws.



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