

THE ICONIC FORD FALCON XB GT

SCALE
1:8



Right Front Wing Panel



Birth of a Legend

Published weekly
UK: £10.99 AUS: \$21.99

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POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 96

ASSEMBLY GUIDE

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The right front wing panel is fitted to the body of the model.

HISTORY OF THE FORD FALCON

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The 1948 Ford F-1 pickup was the company's first all-new post-war vehicle and it broke away from pre-war, car-based trucks to produce a template for the type of modern, purpose-built pickups that still dominate American sales charts.

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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Published by Hachette Partworks Ltd
4th Floor, Jordan House, 47 Brunswick Place,
London, N1 6EB
www.hachettepartworks.com

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PARTWORKS LTD

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Distributed in the UK and Republic of Ireland by Marketforce.
Printed in the United Kingdom
ISSN 2976-5811

Complete in 130 issues.

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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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Editorial and design: Windmill Books Ltd

Picture credits:
Front cover: Richard Bryden bl: Jess Esposito and David Burton:
main: Ford Motor Archives bc: Shutterstock: Steven Giles
background.

Interior: Ford Motor Archives: 6t, 6b, 7t, 7b.
Step-by-step photography: Richard Bryden
Model photography: Jess Esposito and David Burton

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

Stage 96: Front Wing Panel

The right front wing panel is fitted to the car body.



List of parts:

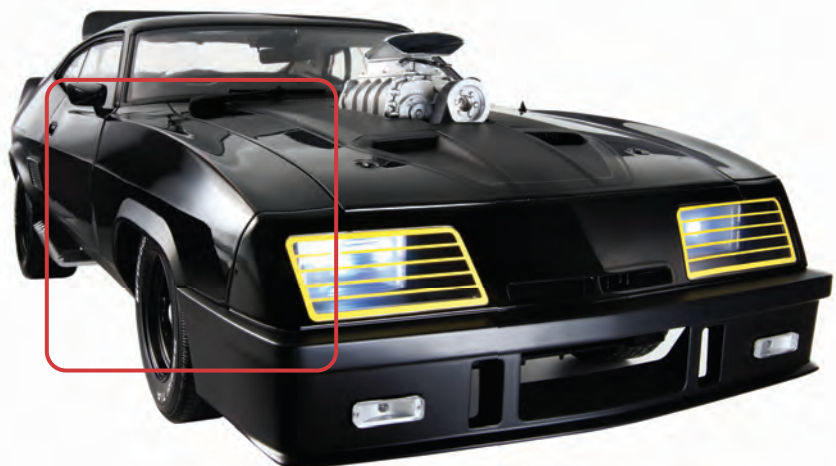
96A Right front wing panel

DS10 Three* 2.3 x 5mm
PM screws

* Including spare

PM = Pan head for metal

Area of assembly



Stage 96: Front Wing Panel



STEP 1

Take the right front wing panel **96A** and check how it fits against the front of the body assembly from the previous issue.



STEP 2

This shows part **96A** in place on the front of the car body **94A**.



STEP 3

Carefully turn the assembly over so that you can access the inside of the car body. Identify the fixing points, where screw holes in part **96A** align with screw sockets in part **94A**. Fix the wing in place with two **DS10** screws.

COMPLETED ASSEMBLY

The right front wing has been fitted to the car body.



Birth of a Legend

FORD'S TEMPLATE FOR THE MODERN PICKUP TRUCK

The 1948 Ford F-1 pickup was one of the most important light trucks ever built. It was the company's first all-new post-war vehicle and broke away from pre-war, car-based trucks to create modern purpose-built pickups.



The Model T really was a fantastic servant to American farmers and tradespeople who abused it royally! This photograph, taken in 1921, shows a T truck loaded with approximately 8,000lbs (3,700 kg) of hay!

As soon as Henry Ford put the Model T into volume production and reduced its selling price, he realised that its commercial applications were at least as important to Ford's commercial success as the car. The Model T was the forerunner of today's SUV. Roads were largely unpaved and the Model T was constructed to work in those conditions, with good ground clearance and soft suspension enabling it to traverse quite challenging surfaces. The separate chassis allowed local carpenters, often also the local coffin makers, to build a pickup body on the back, and farmers learned that they could overload it enormously

and get away with it! During the Model T's production life, from 1908 to 1927, American roads improved beyond measure. Its replacement, the 1927 Model A, was a much-improved road car, but was less capable off road because of its lower ground clearance.

When Henry Ford II took control of the Ford Motor Company in 1945, one of his first tasks was to replace an aging model lineup that traced

its roots back to the 1930s. Instead of starting with passenger cars, he chose to modernise its trucks first, recognising their ability to generate profitable cash flow quickly and revitalize America's economy post-World War II.

The result was the 1948 F-Series, badged F-1 to F-8 according to capacity, with the half ton F-1 being the entry point. Ford unveiled the new trucks on 16 January 1948, advertising them as 'Bonus Built' - the idea being that buyers received extra strength, comfort, and durability that was 'built in' at no extra cost. The slogan reflected a broader shift in pickup marketing: no longer bare bones farm tools, they were promoted as engineered products with a degree of refinement.

The original launch photograph of Ford's 1948 F-1.



The F-1's styling also broke new ground, being a truck-specific shape rather than the front of a car with a bed on the back. Its bluff, upright nose had a wide horizontal grille flanked by large, round headlamps and a hood that sat narrower than the grille. The cab sat higher, with gently rounded forms. Ford heavily promoted what it called the 'Million Dollar Cab', a marketing term referencing the investment in comfort and ergonomics. Compared to its predecessor, the cab was about seven inches wider, with larger doors, improved headroom, and a taller windscreen. The driver sat behind a full instrument cluster and enjoyed surprisingly civilised amenities, including, as standard, an ashtray, glove box, and sun visor. A fresh-air heater, radio, passenger side wiper, visor, and the 'See Clear' foot-operated windshield washer were optional. Period advertising even likened the interior to "living room comfort", a striking claim for a 1940s utility vehicle.

SMOOTH SUCCESS

Technically, the F-1 represented a clean-sheet approach. Earlier Ford pickups had used passenger car frames and the firm's long lived transverse leaf spring suspension. For 1948, Ford designed a new ladder frame with parallel leaf springs front and rear and double acting tubular shock absorbers, greatly improving ride and handling while better coping with loads. The F-1 rode on a 114 inch wheelbase and carried a 6.5 foot pickup bed, offering about 45 cubic feet of load volume, ample for the mixed farm and tradesman at which it was aimed. Rear wheel drive, via a three speed manual transmission, was standard; four wheel drive conversions were available but were made by Marmon Herrington,

The F-1 was revised for 1951 with a new grille and other small stylistic changes.

a supplier that had developed a relationship with Ford via various military contracts.

Buyers could choose between a workmanlike inline six-cylinder engine and Ford's famed flathead V8. The 226ci (3.7-litres) 'six' produced 95bhp at 3,300rpm, while the 239ci (3.9 litre) flathead V8 offered 100bhp at 3,800rpm. The torque characteristics of the flathead V8 particularly suited towing and the engines were renowned for their simplicity and robustness. They were fuelled by a simple carburettor, and owners could expect 10 to 15 mpg in an era when petrol was comparatively cheap. Drum brakes on all four wheels completed the trucks' straightforward, durable, mechanical package.



Unsurprisingly, the F-Range as whole, and the F-1 in particular, was an instant success at only \$1,212. Ford produced a range of bodies that utilized their new, extra-strong chassis and luxury cab, allowing good economies of scale. The year 1948 proved to be the company's best year for truck sales since 1929, with a total of 143,000 being made. Although the nose styling and other details were revised for 1951, the basic 'Bonus-Built' family of trucks survived in production until the end of 1952, by which time 841,000 of all body styles had been manufactured. Henry Ford II was vindicated and the F-Series legend had begun. ■

Lasting Legacy

The F-1 is seen as the father of the Ford F-Series truck range, which is still a best seller today. Ford use anniversaries to remind buyers of that heritage as this image, which was taken for the 50th anniversary in 1998, shows. It features a then current F-150 pickup with its forefather in the background.



COMING IN ISSUE 97



• ASSEMBLY GUIDE

The front left wing panel is fitted to the car body and the front bumper and skirt are fixed in place.

NEW PARTS

Left front wing panel, cable grips and screws.



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