

# THE ICONIC FORD FALCON XB GT

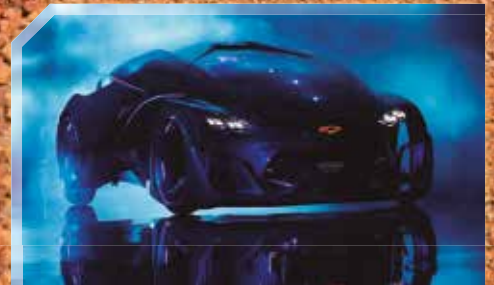
SCALE  
1:8



Blower assembly



The art of customising



Chevrolet FNR

## POST-APOCALYPTIC EDITION



# THE ICONIC FORD FALCON XB GT

ISSUE 3

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Construct the blower assembly unit on your model and connect the electric motor.

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In post-war America, customisers use new techniques to improve the looks of production models.

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Chevrolet's FNR Concept Car practically reimagines how vehicles may look and operate in the future.

## 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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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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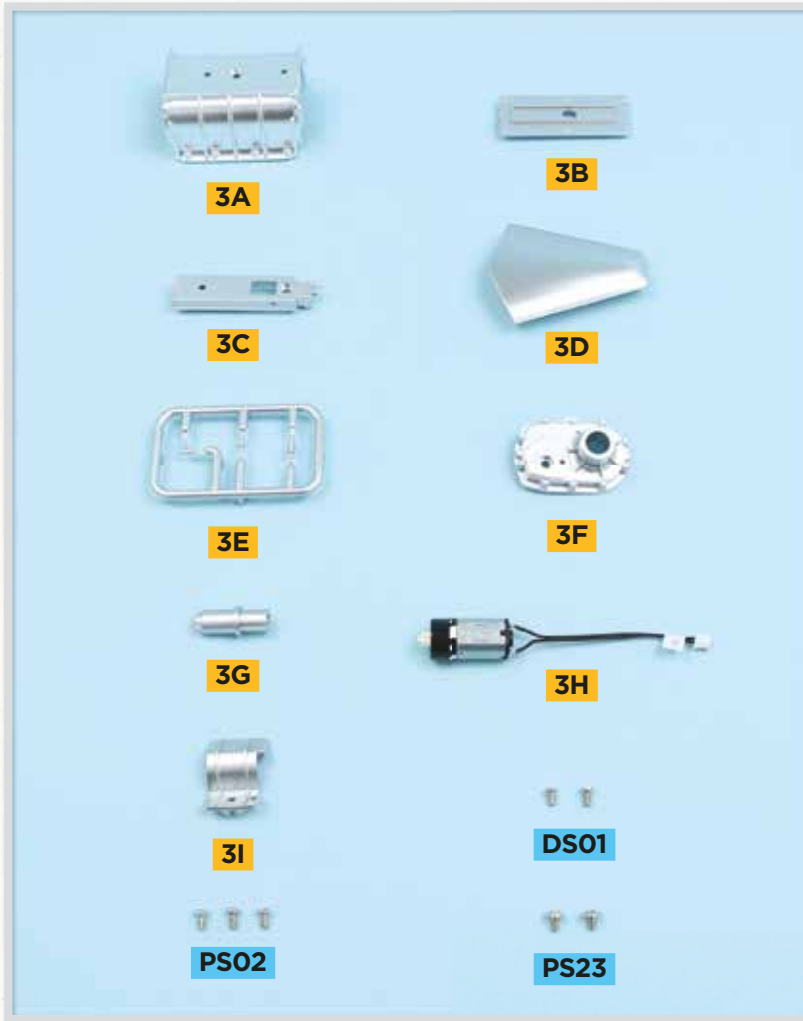
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# Stage 3: Blower Assembly (1)

In this issue, work begins on assembling the blower unit and the electric motor is fitted inside it.



## List of parts:

- 3A** Blower housing main part
- 3B** Blower housing top part
- 3C** Blower regulator
- 3D** Blower scoop
- 3E** Blower pipe connectors
- 3F** Blower housing front plate
- 3G** Blower driving shaft
- 3H** Motor with cable
- 3I** Motor bracket
- DS01** Three\* 2.3 x 4mm PM screws
- PS02** Three\* 2.3 x 4mm PB screws
- PS23** Two\* 2.3 x 4mm PWB screws

\* Including spare

PM = Pan head for metal

PB = Pan head for plastic

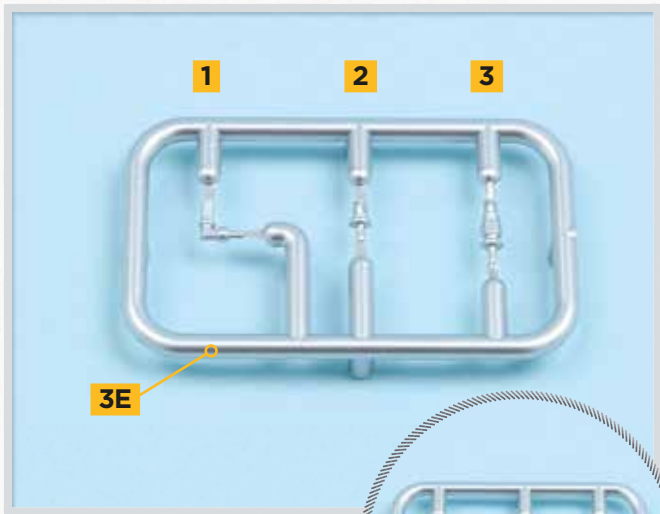
PWB = Flange-head screws for plastic

Area of assembly



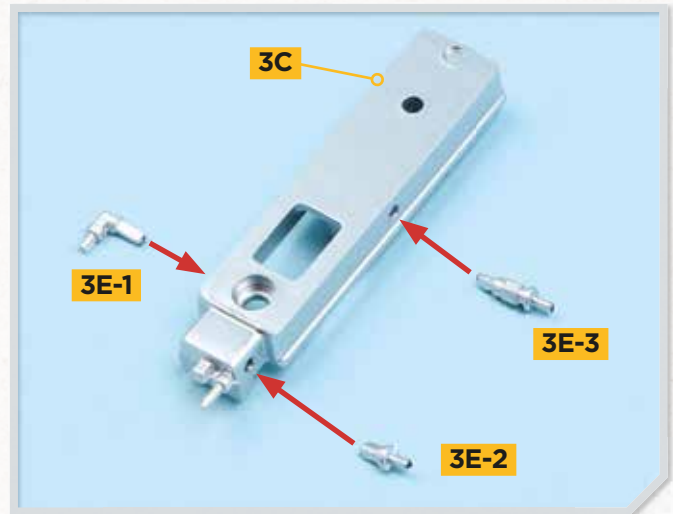


## Stage 3: Blower Assembly (1)



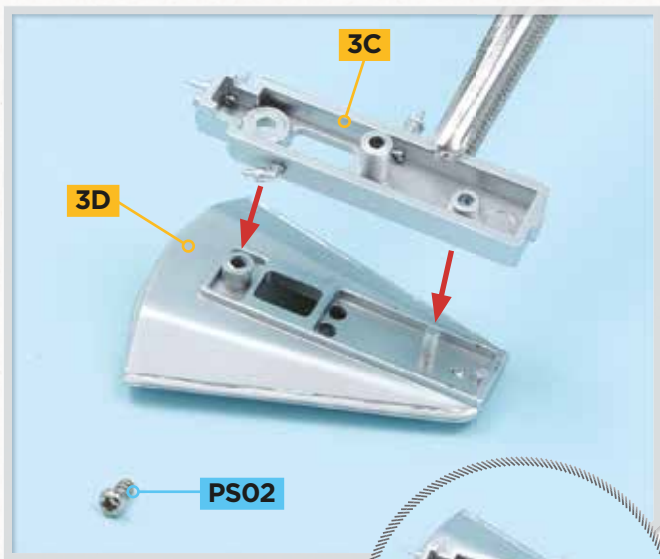
### STEP 1

Carefully separate the three blower pipe connectors **3E** from the frame. Note the numbering of each part in the photograph (above). The inset shows where the connectors should be cut from the frame.



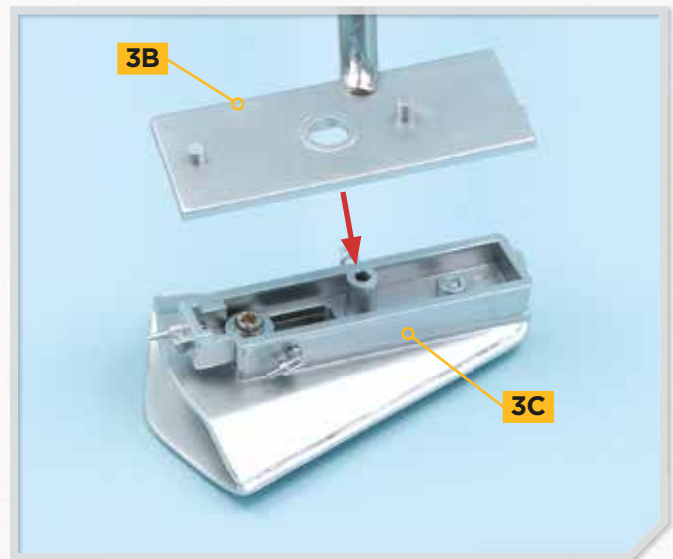
### STEP 2

Insert the connectors **3E** 2 and 3 into the two holes on one side of the blower regulator **3C**, and the connector **3E** 1 into the other side of the regulator **3C** as indicated above.



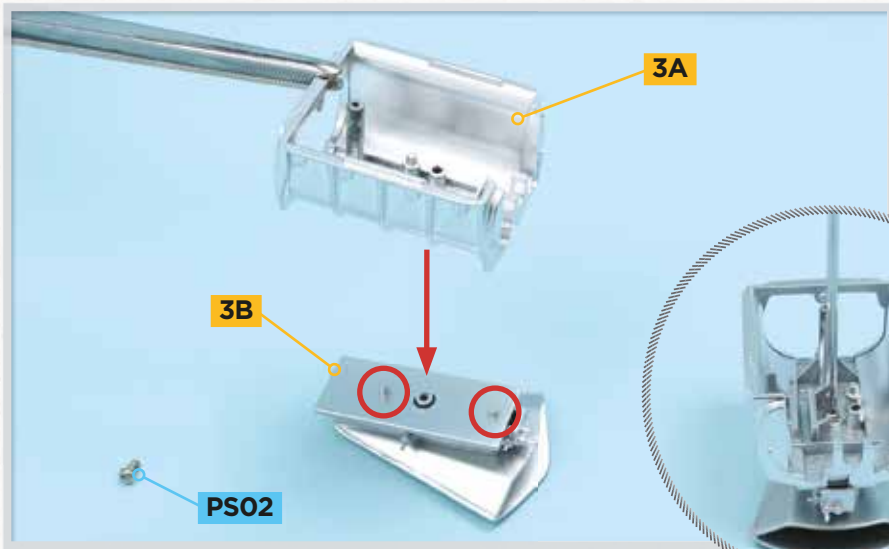
### STEP 3

Take the blower scoop **3D** and put it upside down on the work surface. Position the blower regulator assembly **3C** so that the locating pin and screw holes align, as shown above (arrows). Secure the two parts together using a **PS02** screw (inset).



### STEP 4

Fit the blower housing top **3B** over the blower regulator **3C**, as indicated above.

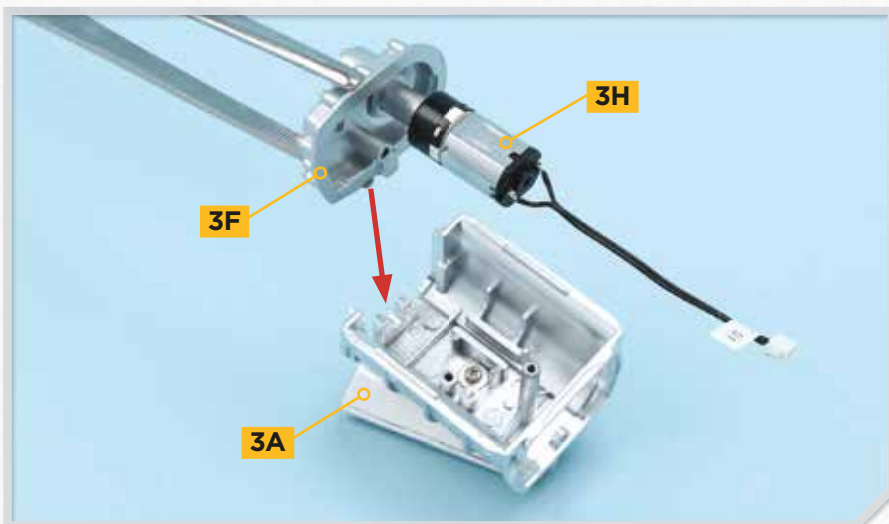
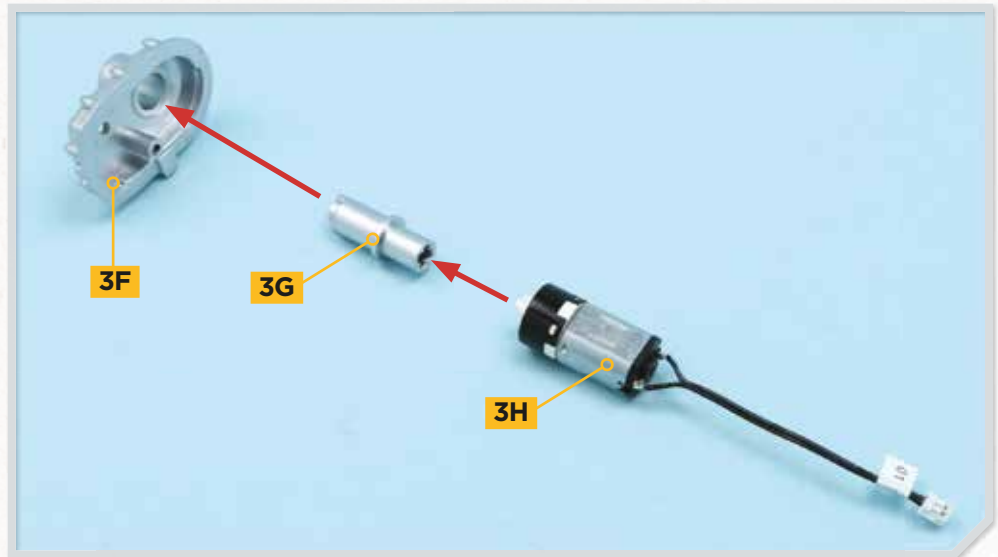


## STEP 5

Take the blower housing main part **3A** and fit it over the assembly from the previous step. Locating pins on the blower housing top **3B** (circled) fit into corresponding holes in the main housing **3A**. When you are happy with the fit, secure the parts together using a **PS02** screw (inset).

## STEP 6

Fit the cross-shaped shaft of the motor **3H** into the blower driving shaft **3G**. Insert the other end of the shaft **3G** through the hole in the blower housing front plate **3F**.

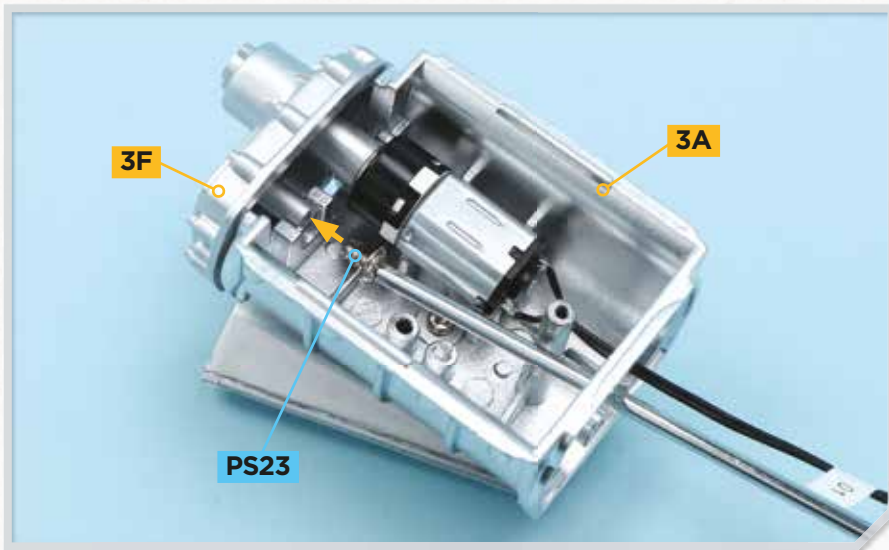


## STEP 7

The motor assembly **3H** is now fitted to the front plate **3F**. A raised screw socket on the front plate **3F** fits into a U-shaped slot in the main housing **3A** (arrow). A locating tab on plate **3F** fits into a corresponding slot in the main housing **3A** (not shown).



## Stage 3: Blower Assembly (1)

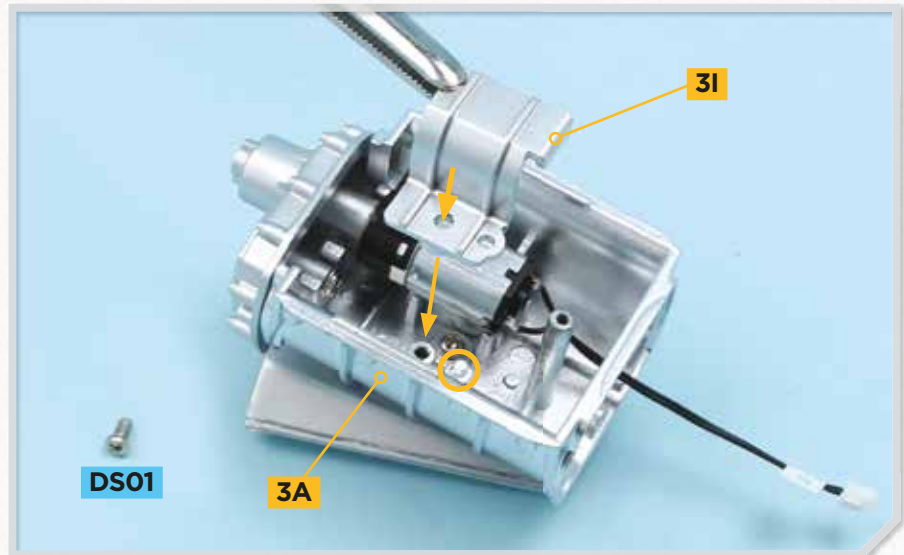


### STEP 8

Use a flange-headed screw **PS23** to secure the blower main housing **3A** to the blower housing front plate **3F**.

### STEP 9

Secure the motor in place by fitting the motor bracket **3I** over the motor **3H**. A locating pin (circled) on the main part **3A** fits into a corresponding hole in the bracket **3I**. Use a **DS01** screw to join the parts together, as indicated by the arrows.



### COMPLETED ASSEMBLY

Work on the blower unit assembly has started, with the fitting of the motor and other parts of the unit.



# Ford Falcon XK

## THE FIRST AUSTRALIAN FALCON

At the beginning of the 1960s, Ford's most global proposition was the Ford Falcon, a compact vehicle that was initially manufactured in the United States before being produced in overseas markets. As well as being manufactured in South America, it also went on to become one of Australia's most popular and enduring models.



**A**lmost a year after it was launched in the United States, the Falcon arrived in Australia. Manufactured at the brand-new Broadmeadows plant, the Ford automobile was given a very warm welcome by the press, which gave great publicity and created interest among Australian consumers.

The Broadmeadows plant, where production of the Zephyr model began, was opened in August 1959. Shortly afterwards John McIntyre, a young executive from Canada, became the president of the subsidiary, and was the person responsible for introducing the Ford Falcon to Australia. On 28 June 1960, production of the

The advertising tagline for the new model was "Ford Falcon, Australian - with a world of difference".



## Ford Falcon XK



first Australian Falcon began. This was the XK, a faithful copy of the successful compact that Ford had presented in the United States at the end of 1959. A new era was beginning in the Australian car-manufacturing industry, with a car that over the years was to become the longest-lived in its rich history.

### RIVALRY

On 14 September 1960, the Ford Falcon sedan was launched commercially. It was described as being a compact car due to the fact that it was smaller than most family cars of the time. Moreover, with

**With the launch of the Falcon, Ford's Australian subsidiary took a decisive step in challenging its traditional GM rival, with a new product that surpassed the GM Holden in style and engineering.**

its monocoque structure, it was introducing a new concept of car bodybuilding. The Falcon was making its debut in Australia after being tested for three years over more than 3 million miles (4.8 million km) in the United States. The Falcon's design was years ahead in relation to the old style of rival GM Holden, which still had stylistic traits from the previous decade, such as a wraparound windscreen, headlights high up at the sides of the bumpers and above the grille, and taillights mounted on fins. The style of the Holden remained unchanged for the next three years and would also face competition from the original and powerful Chrysler Valiant.

The Falcon was also ahead of its rival in terms of engineering. The light monocoque construction made for greater fuel savings, and the use of rubber in the front suspension upgraded the ride and improved cornering ability. Its over-square straight-six 144 cu in engine – giving 90 hp at 4,200 rpm –

**On 29 April 1960, the first Falcon engine was completed at the Australian plant in Geelong.**

was cutting-edge in mass-produced engines. In contrast, the 138 cu in engine in the Holden was actually a pre-war design that the GM Australia engineers had simply continually updated.

The Falcon XK was the first Ford completely manufactured in Australia, rather than being built from imported kits as had been the case with other Fords since the first Model Ts were assembled in 1925. To achieve this, Ford invested massively in the Geelong engine plant and in the plant at Broadmeadows. Yet despite this investment, Ford was unable to meet the initial demand for the new Falcon in Australia. The warm welcome from the press, added to the pre-launch campaign, generated great public interest in the model. The company had planned to produce 30,000 units for the first year; however, it turned out that this was simply not enough. ■



# Diamonds Are Forever (1971)

For James Bond, making the transition from the 1960s to the 1970s was not easy. But the film producers came up with an idea for the incomparable 007 to once again have audiences eating out of his hand. They put him behind the wheel of a spectacular Ford Mustang.

Initially, there was a feeling that James Bond would be a 1960s' icon and little more. Despite the fact that he had first appeared in the novels of British writer Ian Fleming in the previous decade, 007 only became really successful when his adventures were transferred to the big screen in action movies such as *Dr. No* (1962) and *From Russia With Love* (1963). Both films starred Sean Connery, who became the unmistakable image of the secret agent with a 'license to kill'.

After playing Bond in five feature films, and due to his troubled relationship with the producers of the series, Harry Saltzman and Albert R. Broccoli, Connery decided to call it a day. The 1960s were coming to an end and Bond didn't seem to have much of a future. The franchise was left with no option but to choose a new face, that of an unknown Australian model called George Lazenby. He starred in *On Her Majesty's Secret Service* (1969), and although the movie did well at the



The Ford Mustang Mach 1 at the 'Bond in Motion Exhibition' in the London Film Museum.

box office and some of the reviews were favourable, the producers thought it was unfeasible to make another film without the presence of Sean Connery as Bond.

To prove that Bond was not going to be a one-decade-wonder, they offered a blank cheque to Connery, who agreed to return as James Bond in exchange for the considerable sum of \$1.25 million.

*Diamonds Are Forever* was Bond's first appearance in the 1970s. It saw the return of Connery and also of the director Guy Hamilton, who had directed one of the secret agent's biggest box-office smashes, *Goldfinger* (1964). Star and director decided to present a more serious 007, pursuing diamond smugglers from Amsterdam to Las Vegas. Nevertheless, the movie remained true to its original philosophy, presenting a particularly evil villain who wants to use the diamonds to build a laser beam with which to destroy Earth. The film also included memorable action scenes; Bond escapes the police by driving a Ford Mustang almost vertically on two wheels through a narrow alleyway in Las Vegas. While it wasn't one of the best loved Bond films, it helped to move the character successfully into the 1970s and towards the status of pop culture legend. ■

## A Mach 1 for 007

The Ford Motor Company, which had already provided some of its models for previous movies in the Bond series, insisted that it had to be James Bond himself who drove the new red 1971 Ford Mustang Mach 1 in *Diamonds Are Forever*. As many as four Mustangs had to be used for the iconic Las Vegas chase scene, due, largely, to the difficulties posed by the sequence of the car escaping on two wheels.



# The Art of Customising

The luxury car coach-building industry was a form of early customising, but it was restricted to well-heeled customer base ordering bespoke, hand-built bodies for new cars at the point of sale. Grassroots custom building took a different path.



**A**t some time in the mid-1930s, Detroit really got a grip on quality automotive design. Cars were smoother, much more curvaceous and more streamlined, and Art Deco began to exert a stylistic influence.

Power plants also improved, and with six- and eight-cylinder engines available from most manufacturers, owners didn't feel the need to spend any more money improving the performance. Instead, the emphasis was on

**A pre-war Ford Convertible with subtle custom modifications – just enough to change the overall look.**



improving upon the factory looks, making the cars appear longer, lower and sleeker, all achieved by the talented body workers and metal workers of the day.

Although some customs (as they came to be known) were built before World War II, it was during the post-war period that the style truly developed. Cheap pre-war cars from the late 1930s, such as 1939-1942 Fords and Mercurys, were popular donor cars, and customisers such as Sam Barris, Bill Hines, Gene Winfield and the Alexander Brothers were creating rolling works of art.

### A NEW LANGUAGE

The skill of creating a good custom was to first view the donor car from a profile, and then work out an aesthetic that would enhance the factory lines. The modifications carried out created a whole new addition to automotive vocabulary. A true custom needs to ride low; heating and cutting front coil springs and adding blocks between the axle and rear springs achieved this (known as 'dropping'). Rooflines were skilfully cut down ('chopping') and it was common to smooth out the bodies by removing chrome side trim and

filling the holes with molten lead ('leading') - as a result, these examples soon earned the nickname 'leadsleds'. This technique was also applied to bonnet trim and mascots, and to boot lids - referred to as 'nosing and decking' - while door handles were also removed ('shaving'), with the doors being opened by hidden solenoid switches. Another popular modification was 'frenching', which involved

**The early 1949-1951 Ford had new, smooth, flat-sided styling and was a firm favourite for 1950s' customisers.**





## The Art of Customising



recessing features such as headlamps into the front wings. Rear number plates and radio antennas were also 'frenched' into the bodywork for a smooth look. Once the body 'mods' had been completed, custom front

grilles were substituted for the stock item, often from other later models such as Cadillacs, or were reconstructed using aggressive front 'teeth' taken from DeSotos or early Chevrolet Corvette models.

**A 1949-1951 Mercury getting the full custom treatment, including a roof chop and removal of factory chrome trim.**

At that time, there wasn't much in the way of an aftermarket parts industry. Custom wheels, for example, would not appear until the early 1960s, so replacing the full-size wheel trims from a later upmarket model was popular. Certain styles were favoured, such as Cadillac 'Sombremos', and similar wheel trims became the first add-ons to be available by mail order.

The most iconic cars in the custom world soon became the 1949-1951 Mercurys – renowned custom bodyman Sam Barris bought a brand-new one off the showroom floor in 1949, drove it to his workshop and promptly chopped off the top. The resulting finished 'leadsled' defined a look and an iconic style that is still extremely popular today. ■

### Customs on screen

Hot-rods and customs started making their presence felt to the wider public via Hollywood. Many 'B' movies produced for the American drive-in movie market reflected what the kids were driving, and teenage characters in films were often seen driving hot-rods and customs, Elvis Presley drove a hot-rod roadster in his 1957 film *Loving You*, and James Dean drove a mildly customised 1949 Mercury in the acclaimed *Rebel Without a Cause* (1955). Custom Mercurys also featured on screen when the bad guys, the Pharaohs, cruised one in *American Graffiti* (1973), with Sly Stallone wrecking his in the 1986 film *Cobra*.





# Chevrolet FNR Concept

Addressing the notion of how automobiles may look and operate in the future, Chevrolet offered a possible answer with the presentation of a 100 percent self-driving concept car in 2015. The FNR really did look like it came from a science fiction movie, but it also raised some interesting ideas about the nature of car travel in decades to come.

**A**lthough cinema and television has offered up a range of imaginative vehicles, when looking at Chevrolet's FNR Concept Car the cliché about truth being stranger than fiction comes to mind. We may perhaps see this futuristic machine - which resembles the popular Autobots in the *Transformers* franchise or the super-fast vehicles in *Tron* (1982) - on the roads in the not-too-distant future.

With the FNR ("Find New Roads"), Chevrolet wanted to get ahead of the game and show not only what cars of the future will look like but, more importantly, their revolutionary use. For the manufacturer, it is a given that the future means completely self-driving electric vehicles, but it also believes that this type of vehicle will be more than a simple means of mobility - it will become a centre of information and

**More than just an electric vehicle, the Chevrolet FNR aspires to being a mobile infotainment centre.**

entertainment. "Our world is becoming more and more conditioned by time: journey time, work time, family time," said Sharon Nishi, the head of marketing and sales at GM China. "These are some of the things that inspired this car." A car that allows you to travel while you work on its

# Chevrolet FNR Concept

central console, watch movies or follow the social networks. All this simply by passing your hand over a glass ball controlled by gestures. And without having to move from an advanced seat capable of reading the occupant's blood pressure, adjusting the temperature, matching the lighting to their mood or selecting music for people who have decided to take a nap.

Yet the fantasy goes even further, given that the concept of the self-driving car of the future does not even need its owner to be in it. "It will be able to do errands for you while you're at work," Mark Reuss, GM's executive vice president of global product development, said with a smile. And, similarly, to take the children to school or pick them up from their out-of-school activities, give a relative a lift to the doctor – the possibilities are endless.

With the intention of making the FNR a reality by 2030, and especially of it winning over new generations, Chevrolet was keen to unveil the FNR Concept Car at the Shanghai Motor Show in China in 2015. The automobile was the focus of the media's attention, due mainly to its

## Redefining travel

The FNR Concept Car represents a new concept of mobility. If the traditional vehicle depends completely on the role of the driver, who is necessarily forced to concentrate on handling the vehicle, Chevrolet is committed to a completely different idea, taking maximum advantage of the car's self-driving navigation systems. For example, the seats swivel 180 degrees, thus allowing all the passengers to enjoy a pleasant conversation during the journey, completely unconcerned with the driving manoeuvres. And they can be completely calm about that, given that the automobile aspires to have the most advanced active safety technologies, such as vehicle-to-vehicle communication, night vision, blind spot monitoring, brake assist and adaptive cruise control.

spectacular 'futuristic capsule' design; its elegant Midnight Glimmer colour, developed by the BASF Coatings Division; its dual swing doors that open on either side as

if they were lotus flowers; and its huge wheels minus hubcaps, with motors housed in the rims that can be charged wirelessly.

Designed by GM's Pan Asia Technical Automotive Centre (PATAC) team in Shanghai, the concept car was assembled in the greatest secrecy in a hangar of GFMI Metalcrafters in Fountain Valley, California. Although this company already has experience in building concept cars, with the FNR they were faced with the greatest challenge of making the vehicle appear as if it used technologies and materials that do not yet exist. ■

**General Motors is confident about making the FNR a reality by 2030, when it estimates that self-driving vehicles will already be established on the roads.**





## All under control

The FNR seats are designed so that they can read the driver and passenger's blood pressure, adjust the ambient temperature and adapt the lighting to the occupants' mood.



## Charging the wheels

With the FNR, you'll have to remember to charge your wheels. The car has spectacular hub-less wheels with self-contained motors in the rims, which charge wirelessly.



# COMING IN ISSUE 4



## • ASSEMBLY GUIDE

Continue assembling the engine blower, attaching pulleys and the drive belt.

## • HISTORY OF THE FORD FALCON

The second generation Australian Ford Falcon (XR) was unveiled in 1966, now with V8 engines.

## • CARS ON SCREEN

The 2011 film *Drive* saw Ryan Gosling's character at the wheel of a powerful Ford Mustang GT.

## • CUSTOM MADE

To help promote the booming trend in customisation, *Hot Rod Magazine* was set up in 1948.

## • DESIGNS FOR A NEW ERA

Is it a truck? Is it a car? The groundbreaking Tesla Cybertruck is a bit of both.

## NEW PARTS:

Blower housing and mounts, drive belt, pulleys and pipes.



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