

THE ICONIC FORD FALCON XB GT

SCALE
1:8



Left Door



The Jaguar XJ

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POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 18

ASSEMBLY GUIDE

3

Work continues on the assembly of the left passenger door, fitting the trim and interior panel.

DESIGNS FOR A NEW ERA

6

Jaguar's 1968 XJ6 rewrote the luxury car rule book to such an extent that it took Jaguar's competitors 20 years to catch up.

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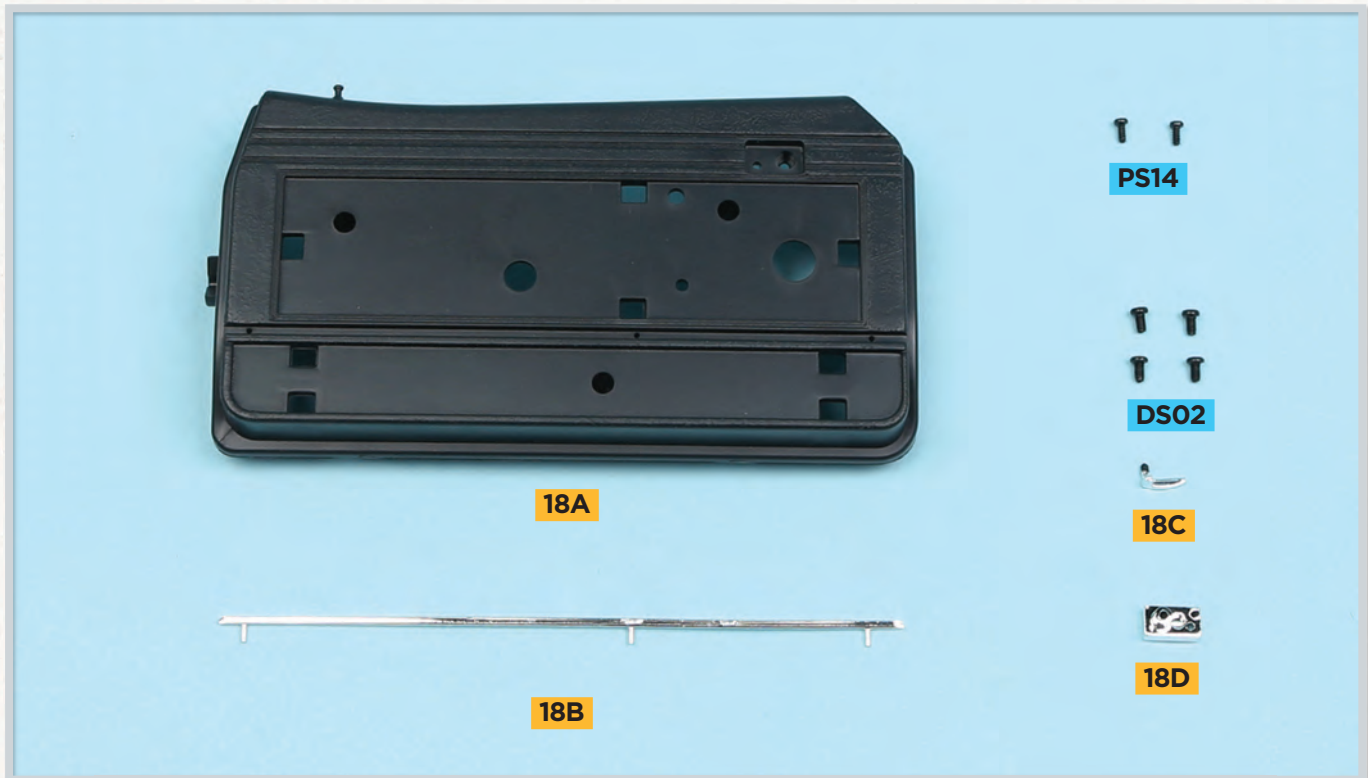
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t=top, c=centre, b=bottom, l=left, r=right, u=upper

Stage 18: Left Door (3)

Work continues on the assembly of the passenger door, fitting a trim and interior panel.



Area of assembly



List of parts:

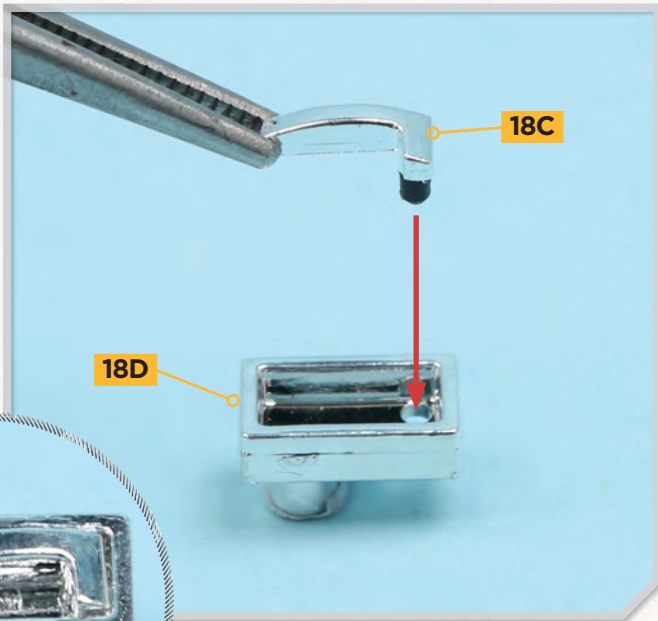
- 18A** Main inner panel for door
- 18B** Inner panel trim
- 18C** Inner door handle
- 18D** Inner door handle housing
- PS14** Two* 1.8 x 4mm PB screws
- DS02** Four* 2.3 x 4mm PM screws

* Including spare

PB = Pan head for plastic

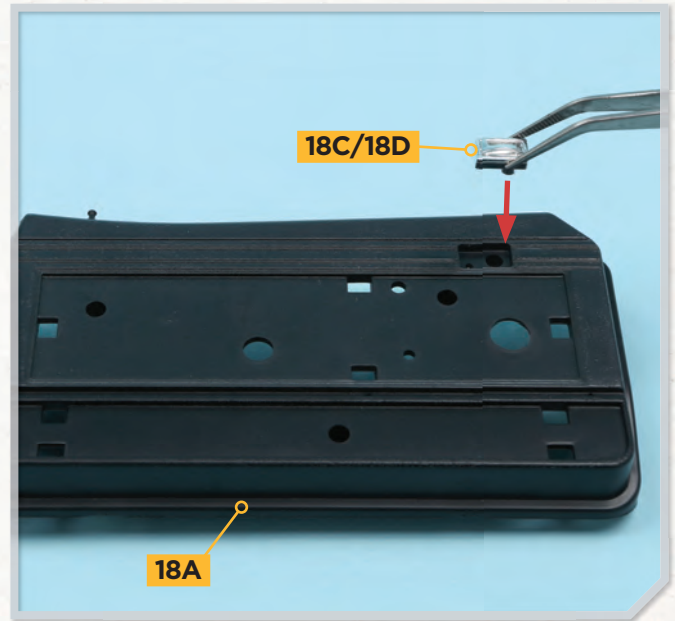
PM = Pan head for metal

Stage 18: Left Door (3)



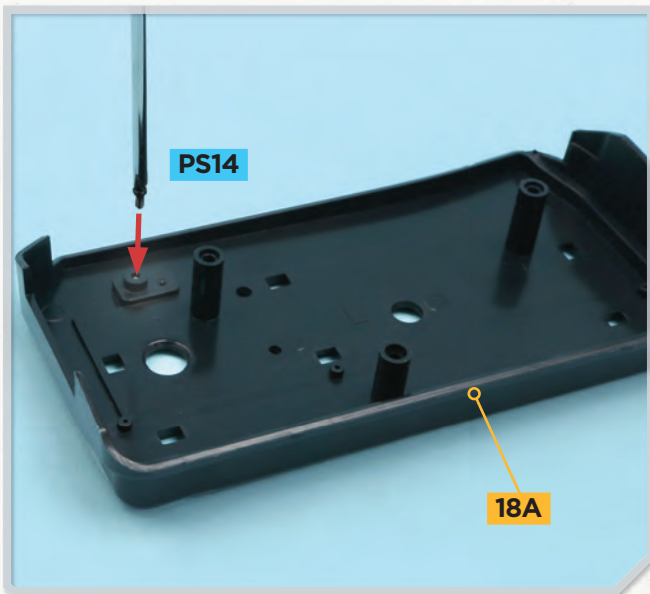
STEP 1

Take the two parts of the inner door handle **18C** and **18D**. Check how they fit together: The long peg on part **18C** fits into a hole in the corner of part **18D**. Use a little glue to hold the handle in place if necessary.



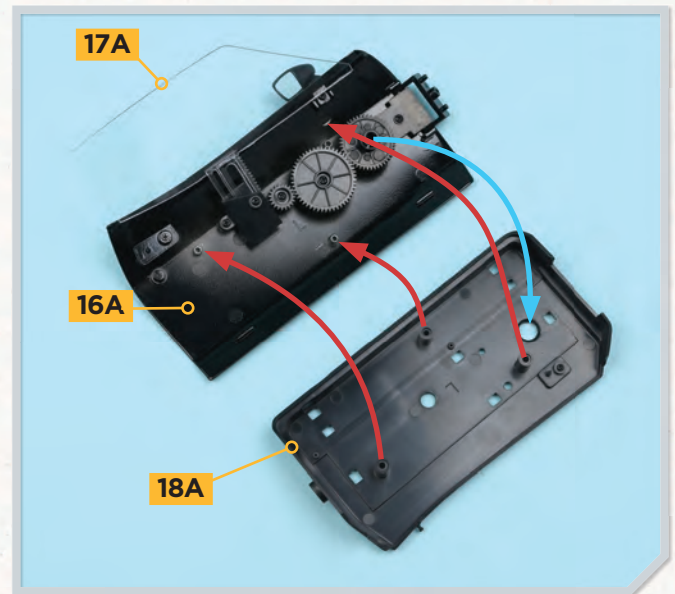
STEP 2

Identify the fixing point for the handle in a recess on the inner panel **18A** and check the fit.



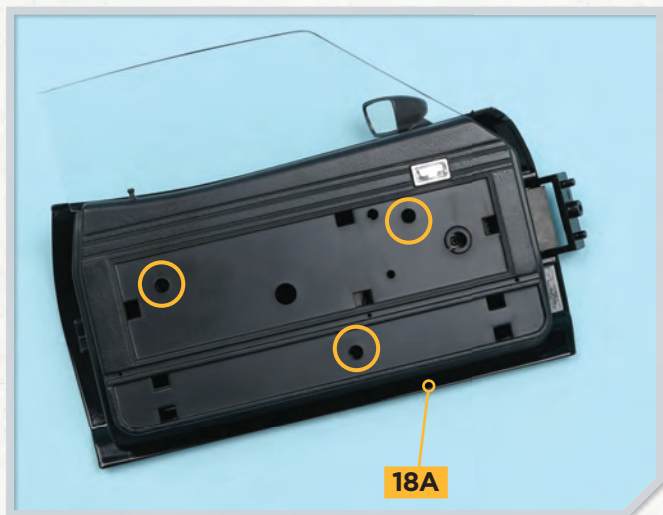
STEP 3

Hold the handle in place and turn the panel **18A** over. Fix the handle in place with a **PS14** screw.



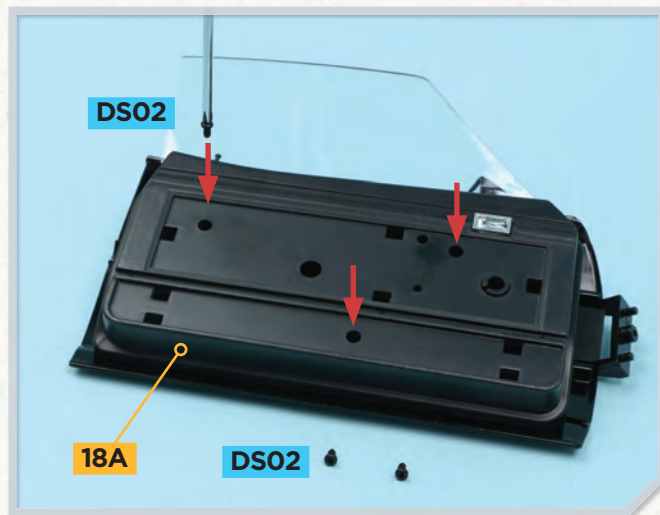
STEP 4

Take assembly from the previous issue and ensure the window **17A** is fully raised. Take the door panel **18A** and check how it fits against the inside of the door **16A**. Three pegs with screw holes on the inside of part **18A** fit over raised screw sockets on the inside of the door **16A** (red arrows). At the same time, the hub of the cog **16C** fits into a hole in the door panel **18A** (blue arrow).



STEP 5

Identify the three fixing points on the door panel **18A** (circled). These screw sockets are deeply recessed.

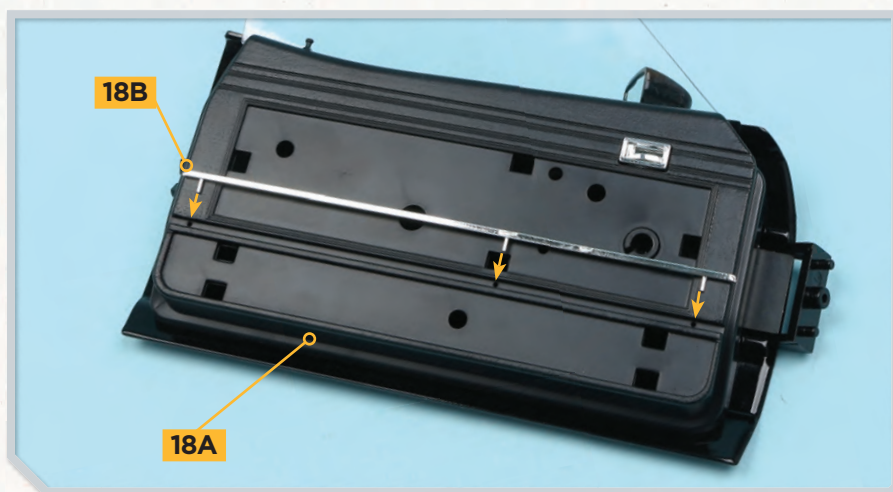


STEP 6

Fix the inner panel **18A** in place with three **DS02** screws (arrows). It may be helpful to use a screwdriver with a magnetised tip.

STEP 7

Take the trim **18B** and identify the fixing points across the inner panel **18A**. Push the trim in place. It fits snugly into a channel in the panel, so no glue is needed.



COMPLETED ASSEMBLY

The inner door handle and trim have been fitted to the inner door panel, and the panel has been attached to the outer door.



Jaguar XJ: The Refining Leap

Jaguar's 1968 XJ6 rewrote the luxury car rule book to such an extent that it took the opposition 20 years to catch up.

Jaguar is a relatively young car marque compared to competitors such as Daimler-Benz (Mercedes). Founder William Lyons started Swallow Sidecars (SS) in Blackpool in 1922 with partner William Walmsley, and moved to Coventry in 1928. They initially built motorcycle sidecars and quickly moved to building rakish car bodies for other car chassis. After World War II, SS became Jaguar because of the unfortunate connotations SS had acquired.

Jaguar's fortunes skyrocketed when the hastily designed but beautiful XK120 was launched at the 1948 London Motor Show. It debuted the magnificent straight-6 3.4-litre XK engine and caused a sensation as it offered 120mph

performance at a bargain price. Jaguar quickly realised its potential in the profitable US market, where celebrities such as Clark Gable were clamouring to have early examples.

The 1950s was a decade of magnificent achievement for Jaguar, with five Le Mans wins, starring roles in Hollywood films such as *Vertigo*, and two new saloon ranges for which demand rapidly outstripped supply.

The company entered the 1960s with the launch of the sensational E-type, but things were not swinging along quite so well by the middle of the decade. There were difficulties with labour relations, currency fluctuations, and the rising cost of bodyshell tooling. William Lyons had lost his son,

Above: A 1971 Series I XJ6 in Warwick Grey shows its style at Blenheim Palace during a Jaguar Club event.

John, in an accident driving to Le Mans in 1955. The loss was felt personally and professionally, as John was being groomed to take over the company. Lyons decided that Jaguar needed to be part of a bigger group in order to secure its future, and so Jaguar joined forces with the British Motor Corporation in 1966, creating British Motor Holdings (BMH).

By then, Lyons' team, led by Chief Engineer Bill Heynes, was working on a new car that would replace all four Jaguar saloon ranges. It was to be bigger than a Mk2, smaller than a Mk10 and would, in time, be fitted with an engine that no other firm would dare to make in volume, an OHC V12. This experimental Jaguar (XJ)



A Daimler Sovereign XJ Series 1 joins a convoy driving to Paris to celebrate 50 years of Jaguar XJ. The Daimler marque was owned by Jaguar/BMH/BL from 1960 to 1989.

reviews that described being pulled towards the horizon in silence by this magnificent new engine.

The Series 2 was announced in September 1973 and was easily recognised because the front bumper was raised to meet new regulations. The politics of British Leyland (as BMH had become) delayed the intended late 1970s successor, which resulted in Jaguar asking Pininfarina to update the look of the XJ and make it more spacious in the rear without losing the car's grace. The resulting Series 3 XJ was a subtle triumph but was only offered in the long wheelbase form that had been an option on the Series 1 in 1972.

The Series 3 remained in production until the V12 version of the all new XJ40 was released in 1992. By that time nearly three quarters of a million XJs of all three series had been produced — a remarkable figure for a luxury car. It had also given its architecture to the 1975 XJ-S, which remained in production until 1996, while both the Jaguar XK8 and Aston Martin DB7 used some XJ technology; that £6 million really was a bargain. ■

was Lyons' final styling masterpiece and was more comfortable, faster and more refined than any other saloon in the world when it was launched as the Jaguar XJ6 on 26 September 1968.

HITTING THE MARKET

The new car was initially available with two versions of the XK engine, a 2.8-litre or 4.2-litre. It was, by some margin, the quietest and most refined car ever made because Bob Knight had worked miracles experimenting with rubber compounds used in the isolation mountings of the suspension. The XJ was light years ahead of any car, including Rolls-Royce, in this area and would remain so for many years. Lyons had produced a masterful shape, elegant yet purposeful, modern yet timeless, and Hassan and his team had

delivered a 4.2-litre version of the XK engine (by then a 20-year-old design) that met emissions standards while producing 245bhp at 5,400rpm. The development process had cost £6 million but *CAR* magazine reckoned this was good value when they voted the XJ6 Car of the Year in 1969. Legendary motoring journalist LJK Setright wrote: "The Jaguar is not merely remarkable for what it is, but also because it makes redundant all cars that cost more."

Within days there was a year long waiting list, which became even longer when the 5.3-litre V12 powered XJ12 finally appeared in July 1972. Magazines gave effusive

Fifty Years of Jaguar XJ

Jaguar went to town in 2018 to celebrate 50 years of Jaguar XJ. As well as showing off the timeless style of the nine best models, a convoy travelled from the Coventry plant to the Paris Motor Show, and also visited Le Mans and Goodwood.



COMING IN ISSUE 19



• ASSEMBLY GUIDE

Two more panels, together with the window winder and arm rest, are fitted to the inside of the left passenger door.

• CUSTOM MADE

The customisers of California developed a number of styles and methods that ensured their vehicles had the looks to get them noticed.

NEW PARTS

Middle and lower panels for the left passenger door, arm rest, window winder and screws.



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