

THE ICONIC FORD FALCON XB GT

SCALE
1:8



Rear Chassis



The New Size Ford

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POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 20

ASSEMBLY GUIDE

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Work begins on the chassis as leaf springs are attached to the rear section of the chassis.

HISTORY OF THE FORD FALCON

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The Ford Falcon owed its existence to Robert McNamara, who was convinced that an elegant utilitarian vehicle was just what America needed.

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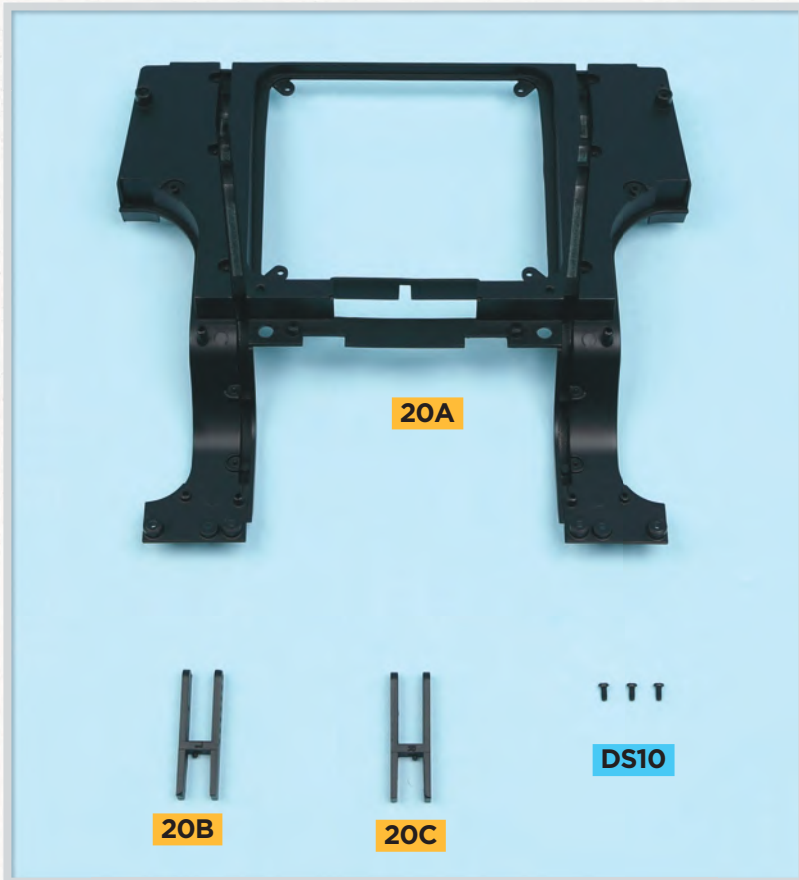
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t=top, c=centre, b=bottom, l=left, r=right, u=upper

Stage 20: Rear Chassis

Leaf spring supports are attached to the rear section of the chassis.



List of parts:

- 20A** Rear chassis
- 20B** Rear leaf spring support (left)
- 20C** Rear leaf spring support (right)
- DS10** Three* 2.3 x 5.0mm PM screws

* Including spare

PM = Pan head for metal

Area of assembly

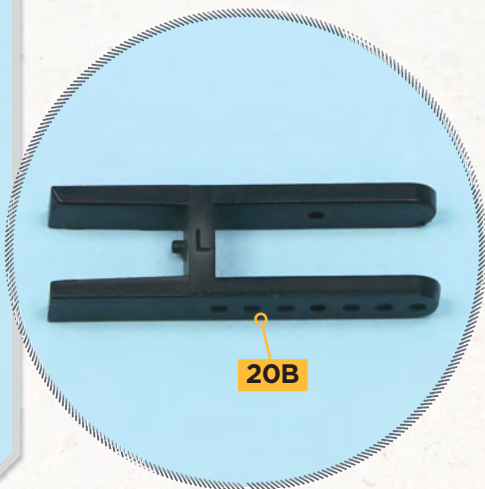


Stage 20: Rear Chassis



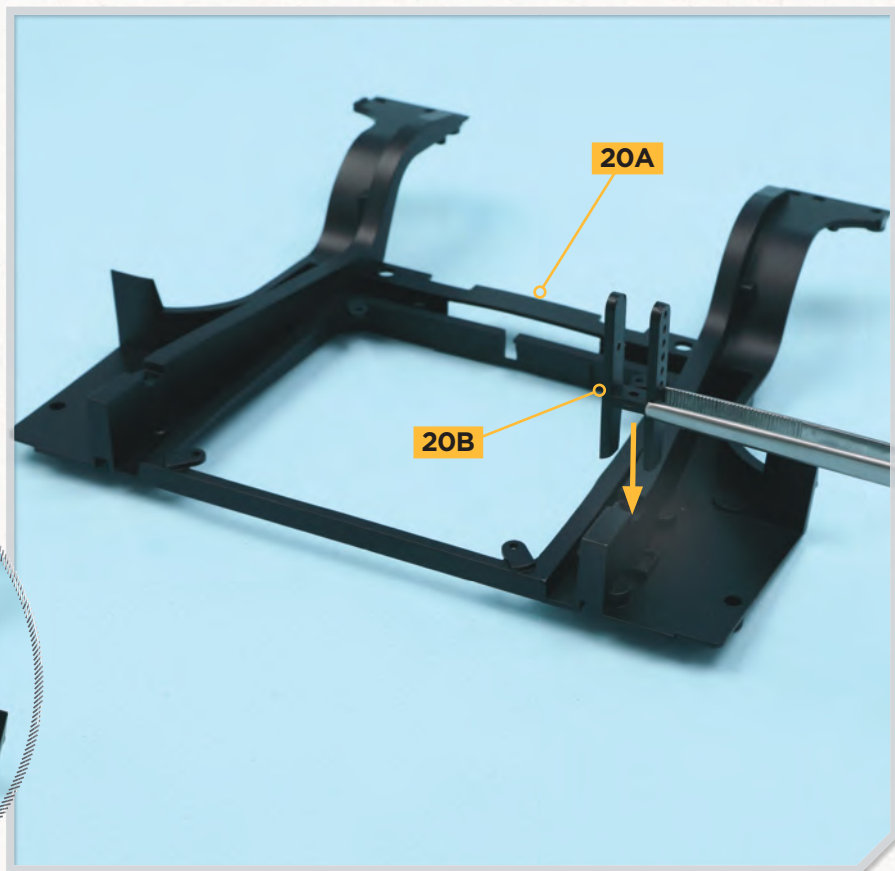
STEP 1

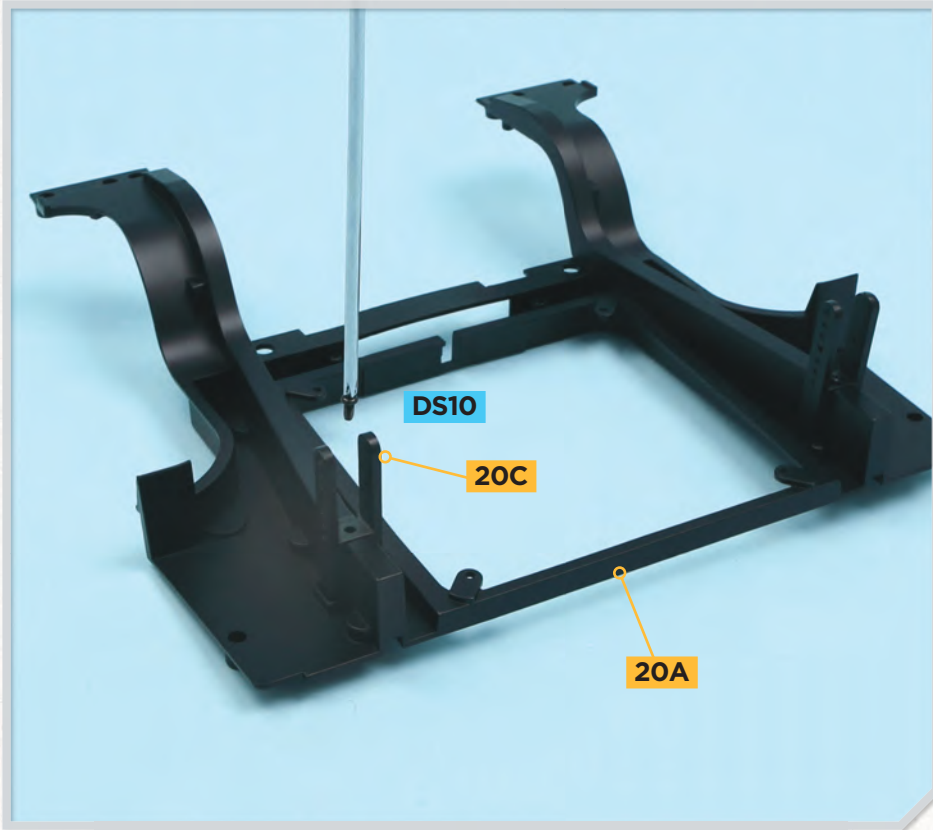
Place the rear chassis **20A** upside down on your work surface. Identify the fixing point for the left leaf spring support **20B**: Note that part **20B** is marked with an 'L' (below), and there is a small peg beside the screw hole.



STEP 2

Fit the leaf spring support **20B** to the chassis **20A** so that the small peg fits into the hole next to the screw hole on the chassis. Fix in place with a **DS10** screw. Do not over-tighten the screw.





STEP 3

Similarly, fit the right leaf spring support **20C** to the other side of the chassis **20A** and fix in place with a **DS10** screw. Do not over-tighten the screw.

COMPLETED ASSEMBLY

Work has started on the rear part of the chassis.



The New Size Ford

ROBERT McNAMARA'S ELEGANT UTILITARIAN VISION

The Ford Falcon project owed its existence to Robert McNamara, then a Ford Vice President, who was convinced a US interpretation of the utilitarian elegance offered by the VW Beetle was just what American needed.



As the post-war world started to prosper, it was obvious that car sales would balloon globally in an era of cheap oil. Faced with competition from General Motors and Chrysler, Ford had decided to create a whole new division to expand into a market niche, between the bread-and-butter Fords, the more expensive Mercury Division cars and Lincoln, Ford's luxury brand. Ford called the new marque Edsel, after Henry's son who had passed away through ill health in 1943. The four-model Edsel range, Pacer, Corsair, Ranger and Citation, were launched with a huge fanfare on E-Day, 4 September 1957, to an initially positive response from

the media. This turned sour very quickly: the Edsel Division lasted barely three years, becoming the butt of the nation's jokes, and losing Ford around \$350 million.

The Ford company couldn't afford a catastrophic loss of that kind twice, so their next range of cars simply had to work and be thoroughly cost-accounted before they were approved for launch. The threat of the smaller imports such as the Volkswagen Beetle was, however, a real cloud on the horizon of every US manufacturer, so Henry Ford II and his team of 'Whizz Kids' dusted themselves down and set about creating something that was almost the antidote to the Edsel.

The first generation 1960 Ford Falcon sedan. Robert McNamara's faith in his concept was vindicated by record sales.

The Edsel had been a huge car — Ford's FE V8 engine block of around 7-litres was developed for the Edsel, hence the FE (for Ford/Edsel) suffix that it carried until 1976. The FE V8 also saw use in cars like the Fairlane GT390, 427 Galaxie, 428 Mustang and even won Le Mans in the back of a GT40. The Edsel was also full of unreliable gimmicks such as 'Teletouch' gearchange buttons in the centre of the steering wheel and gaudy two-tone-colour schemes. It had been launched as, to quote the



The Edsel was colourful and flashy, but Ford realised they needed a simpler option to appeal to a wider market base.

Henry Ford himself, and the company he led, had been looking at making smaller cars during the 1930s and 1940s, but nothing had come of it. A smaller Mercury, christened L'Avion by its stylist Buzz Grisinger, was proposed in 1955/6 and there had even been discussion about mating this American compact body style to a smaller European Ford chassis and engine. It had been this project that effectively provided the starting point for what became the Falcon.

McNamara guided the project through Ford's various departments until it reflected his thoughts. He rejected what he considered to be the gaudy styling of L'Avion and other proposals, and eventually design studio boss Elwood Engel, exasperated by the lack of progress, allocated two younger designers — Gale Halderman and Dan DeLaRossa — to the project. McNamara was already calling it the Falcon. The group was given a new office/studio downstairs in the Ford Advanced Styling Studio building, and told to come up with a design that McNamara would accept.

By the time the Falcon was on sale, McNamara was president of the Ford Motor Company and was able to steer his vision to what was a then record-breaking success. The first year saw 435,676 Falcons sold and by 1962 the Falcon was selling a million examples a year. McNamara was right: less is more. ■

brochure, "4 Series, 18 models, including the Station Wagon". The fact each of those 18 models had a plethora of trim and colour options meant that buyers just gave up and went down the road to a GM dealer who could explain what was available before they became overwhelmed by the choices.

NEW DIRECTION

Ford targeted VW's sales growth with the spectre of the Edsel hovering over the shoulders of everyone involved, so the innovative approach GM was taking with the Corvair was not an option, neither was the avant-garde but challenging styling of the Plymouth Valiant.

Initially, the new Ford Falcon was to have one engine choice, a 2.4-litre straight-six, and a number of body styles: 2-door saloon, 4-door saloon, 2-door pickup (Ranchero), 2-door station wagon and a 2-door sedan delivery van.

The Falcon was designed to be available in five styles, with minimal changes to its simple lines. These included (left to right) the station wagon, Ranchero and four-door saloon.

This approach, spreading one design over a number of markets but keeping the varieties small to contain costs, and the whole ethos of the car itself, were very much the brainchild of Robert McNamara, a Ford VP who had been vehemently opposed to the Edsel project and been proven right.

McNamara lived in Ann Arbor, a college town some distance from where most Detroit auto executives were based. He disliked the frippery and fussiness of the be-finned monsters Detroit had been making. He liked utilitarian, no-nonsense automobiles and he was smart enough to realise that Ford needed to sell cars that he didn't personally like. However, he wanted Ford to make one car that he did like. The Falcon was the result.

McNamara was also very astute, as he proved when he left the Ford motor company to become the US Secretary of Defence and then President of the World Bank Group. He was known within Ford as being impossible to beat in an argument because he was always the smartest guy in the room.



COMING IN ISSUE 21



• ASSEMBLY GUIDE

The housing for the spare wheel is fixed to the rear section of the chassis.

• DESIGNS FOR A NEW ERA

The design for the Oldsmobile Toronado broke new ground by creating extra space in an already spacious vehicle due to the innovative introduction of front-wheel-drive.

NEW PARTS

The housing for the spare wheel and screws.



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