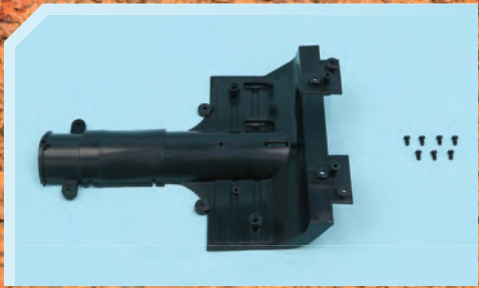


THE ICONIC FORD FALCON XB GT

SCALE
1:8



Chassis Panel



New Custom Designs

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23 >

POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 23

ASSEMBLY GUIDE

3

A chassis panel with a raised tunnel for the transmission is fitted to the chassis assembly constructed in previous issues.

CUSTOM MADE

7

In the mid-1950s American customised car designs underwent a radical change, switching from rather staid, boxy designs to something altogether more sleek and streamlined.

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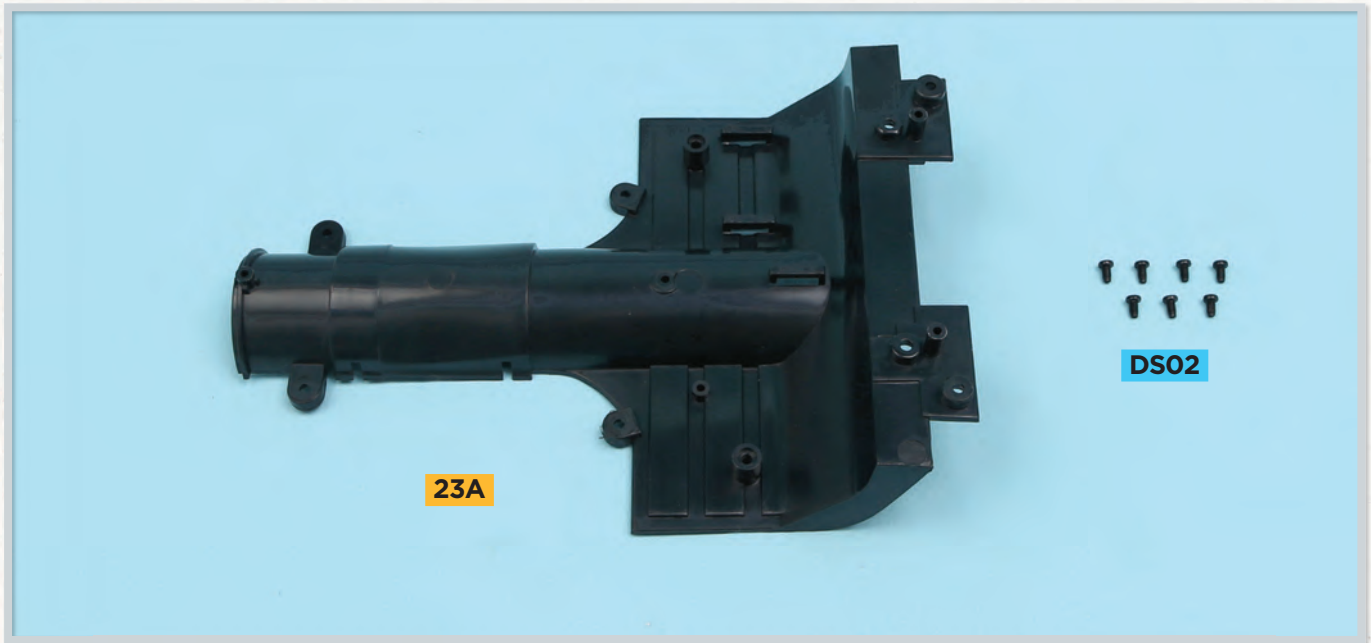
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t=top, c=centre, b=bottom, l=left, r=right, u=upper



Stage 23: Chassis Panel

A part of the chassis with a raised tunnel for the transmission is fitted to the chassis assembly constructed in previous issues.



List of parts:

23A Chassis panel

DS02 Seven* 2.3 x 4mm PM screws

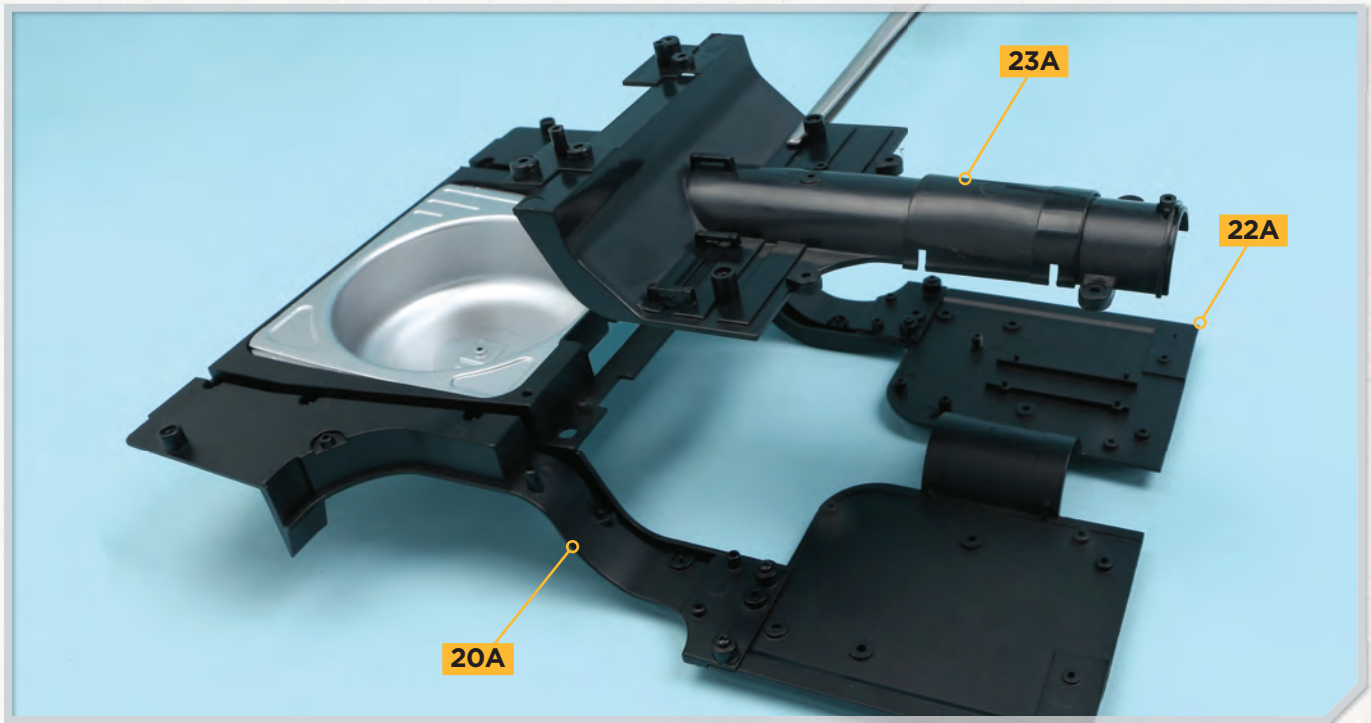
* Including spare

PM = Pan head for metal

Area of assembly

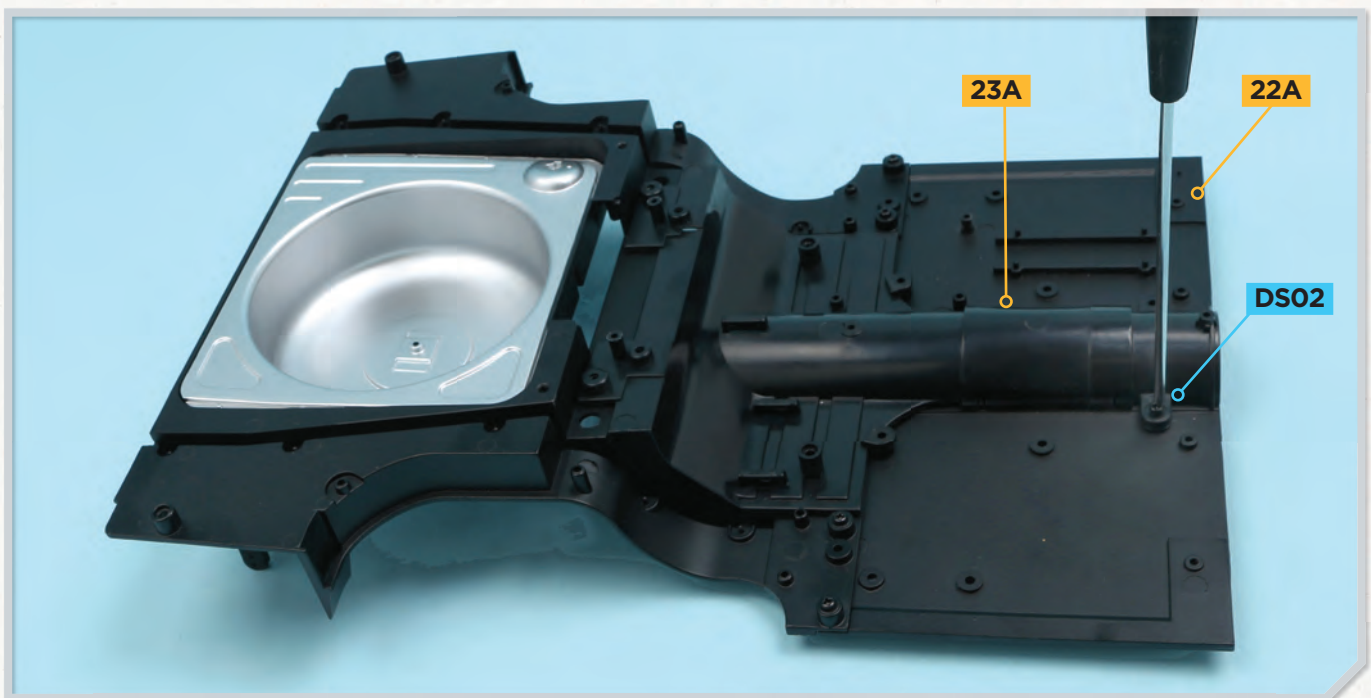


Stage 23: Chassis Panel



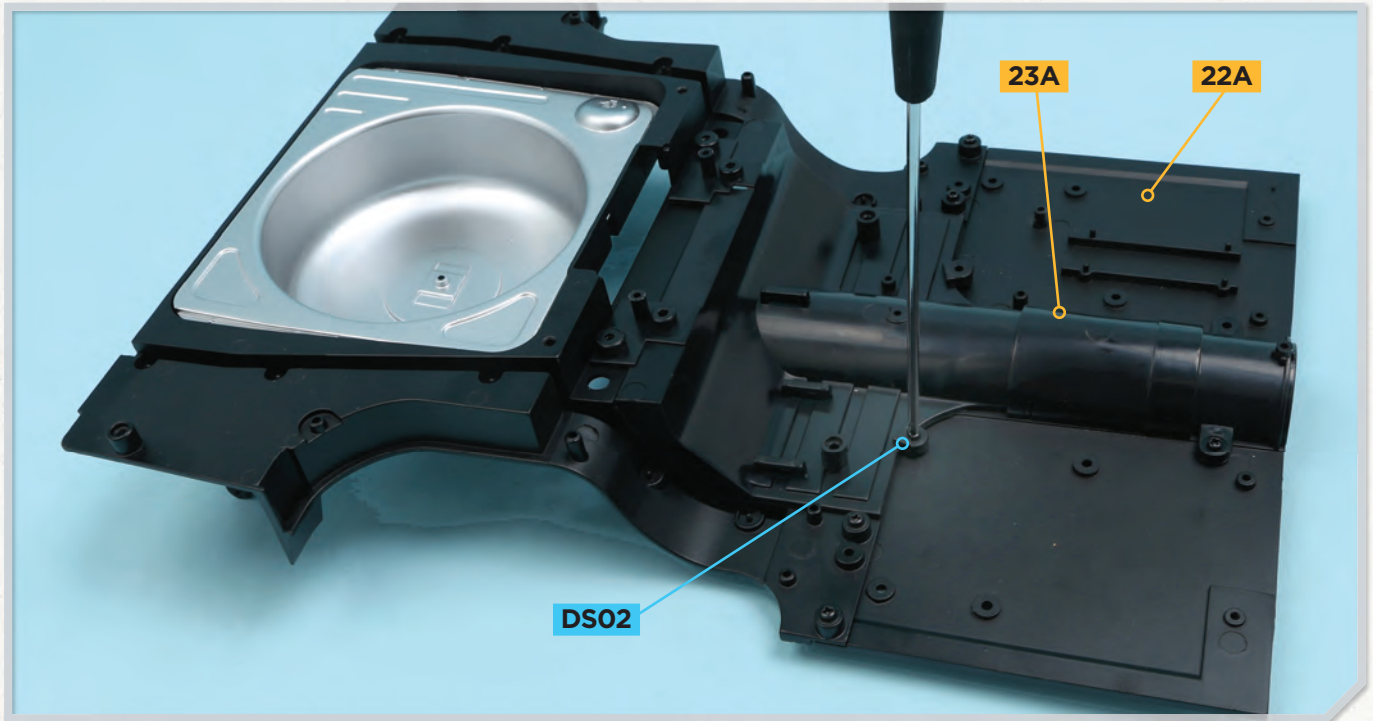
STEP 1

Take the chassis assembly from the previous issue and part **23A**. Check how the parts fit together so that screw holes are aligned and the raised tunnel for the transmission on part **23A** fits over the raised tunnel in part **22A**.



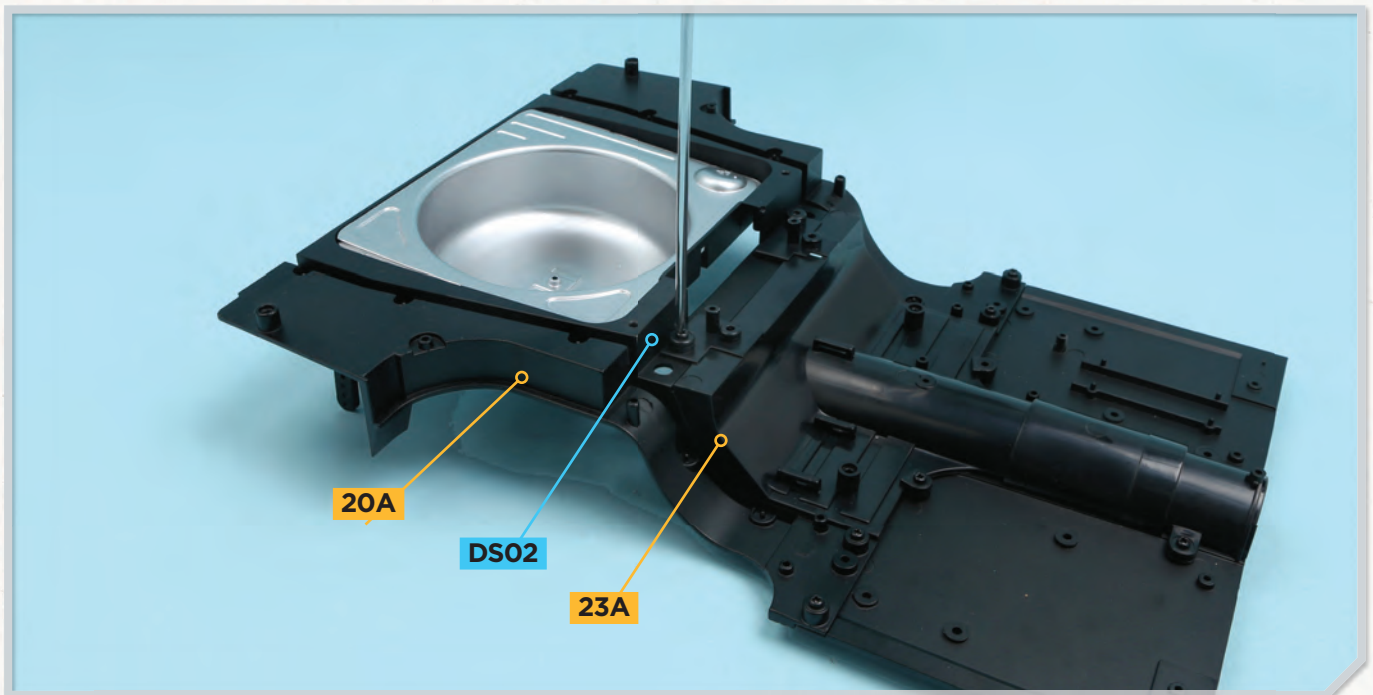
STEP 2

At the front edge of part **23A**, a tab with a screw hole is aligned with a screw socket in part **22A**. Fix the parts together with a **DS02** screw.



STEP 3

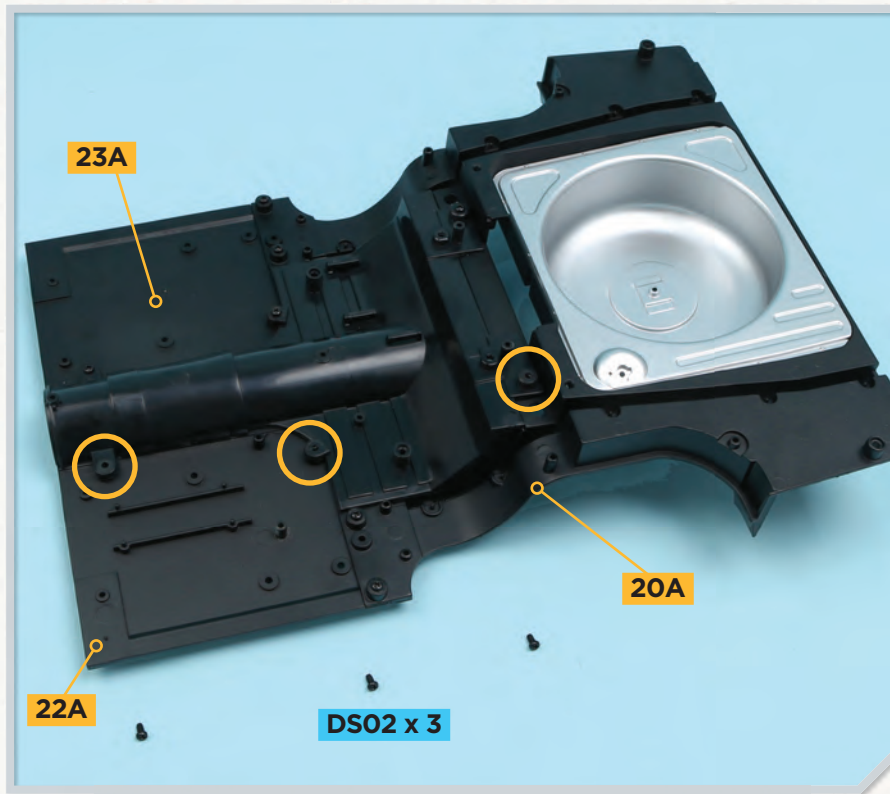
Halfway along the side of part **23A** is another tab aligned with a screw hole. Again, fix part **23A** to part **22A** with a **DS02** screw.



STEP 4

At the rear edge of part **23A**, a raised screw hole fits over a raised screw socket in part **20A**. Fix the parts together with a **DS02** screw.

Stage 23: Chassis Panel



STEP 5

Turn the assembly round and identify corresponding fixing points on the other side of the assembly (circled). Fix part **23A** to parts **22A** and **20A** with three **DS02** screws.

COMPLETED ASSEMBLY

A panel has been fitted to the chassis assembly.



American Customising Trends

In the mid-1950s American customised car designs underwent a radical change, switching from rather staid, boxy designs to cars that were altogether more sleek and streamlined.

Not all American cars in the 1950s followed traditional design, for example, no one could say the sporty 1953 Corvette had a boring appearance. However, much of the rest of the Chevrolet range were dull family cars that lacked power and held no great appeal for teenagers. Square proportions, flat glass and thick roof pillars were the way cars had been designed for years: two headlights astride an upright grille, finished in a range of not especially exciting colours. Was it any wonder that kids who'd just got their driving licences craved more excitement?

STRATEGY AND STYLE

American kids began to customise their cars. Metal skirts were fitted over the rear wheels to make the vehicles appear longer, and badges were removed for a sleeker look. Hubcaps from posher cars were a popular addition, along with whitewall tyres. These were 'mild customs'. Parents might tolerate these slight modifications, and were just enough to avoid indignity among peers!



A chopped roof, lowered suspension and bright paintwork turn a pre-war vehicle into a desirable customisation.

A more radical custom car began with lowering the suspension to get the car closer to the ground. Handles would be removed and an electric solenoid fitted, along with hidden unlocking buttons. Headlights were moulded in and sunken into the front end for a smoother look and all extraneous chrome was removed. Although some customisers missed the point, adding trinkets such as extra spotlights, vents and mirrors, most realised less really was more.

Taillights could be smoothed into the body or replaced with those from an upmarket Cadillac or Packard — or the entire rear fender was sometimes 'borrowed'. A roof chop marked the vehicle as a seriously streamlined custom. Finally came a multiple layer paint job in the brightest colours possible, usually with contrasting stripes or flames. Upholstery was redone to be as wild and luxurious as the exterior.

The 1957 Plymouth brought tailfins, acres of chrome and smooth, curved windows to the standard range.

In 1955, Detroit finally took notice. The world was enthralled by rockets and space travel so even the most traditional manufacturers introduced striking features and chrome details to their ranges. Almost overnight radical customising was no longer necessary.

Plymouth's 1957 re-design sent rivals rushing back to the drawing board. Chevrolet's 1958 Impala coupé came already equipped with all the custom touches from a low roof to fake louvres, quad headlights and even pseudo tuck'n'roll upholstery. After 1957, most new cars needed only minor changes to turn heads. Modified over a long weekend, they still outshine older customs that might have taken years to build. Bolt-on mail order parts replaced scouring the junkyards.

The dawn of the 1960s ushered in an era of mild customisations versus show cars. ■



COMING IN ISSUE 24



• ASSEMBLY GUIDE

Another section of the chassis is fitted to the assembly from the previous issues.

• HISTORY OF THE FORD FALCON

As General Motors operations spread around the world in the 1920s, it gave rise to a marque that is renowned as Australia's very own vehicle — a small car that would be a major competitor for the Ford Falcon.

NEW PARTS

The chassis floor frame and screws.



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