

# THE ICONIC FORD FALCON XB GT

SCALE  
1:8



Rear Right Wheel



Bill Hines Remembered

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POST-APOCALYPTIC EDITION

# THE ICONIC FORD FALCON XB GT

ISSUE 29

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Work starts on assembling the right rear wheel, putting the rim parts together.

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Known by various nicknames, including 'The Leadslinger' and 'The Godfather of Hydraulics', Bill Hines was a legend in the world of car customising, pioneering many of the essential aspects that are still in use today.

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



# Stage 29: Rear Right Wheel (1)

Work starts on the assembly of the rear right wheel, putting the wheel rim parts together.



## List of parts:

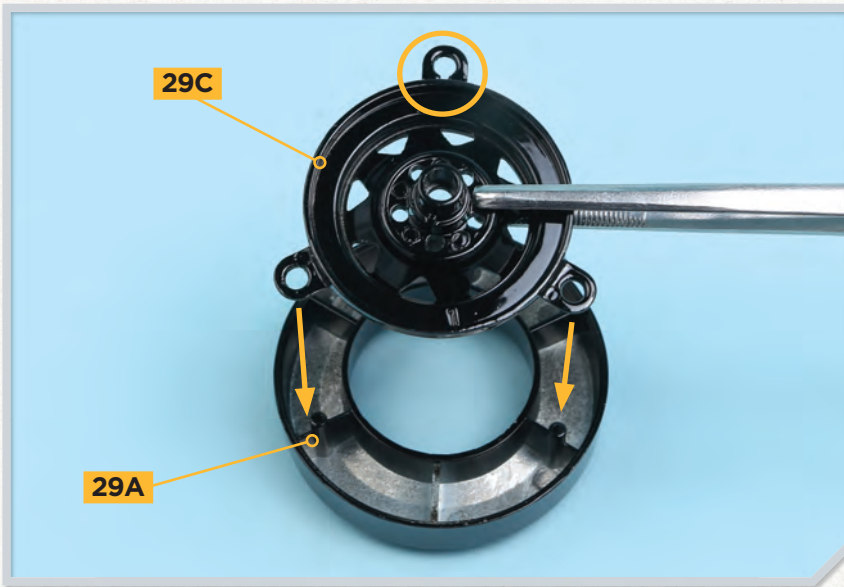
- 29A** External part of wheel rim
- 29B** Internal part of wheel rim
- 29C** Central part of wheel rim
- 29D** Wheel nuts
- DS02** Four\* 2.3 x 4mm PM screws

\* Including spare  
PM = Pan head for metal

## Area of assembly



## Stage 29: Rear Right Wheel (1)



### STEP 1

Align the tabs of the central part of the rim **29C** with the screw posts of the external part of the rim **29A**. Note the keyhole shape on one of the tabs (circled), which corresponds with a similarly shaped screw post on the external rim part **29A**. Drop the part into place.

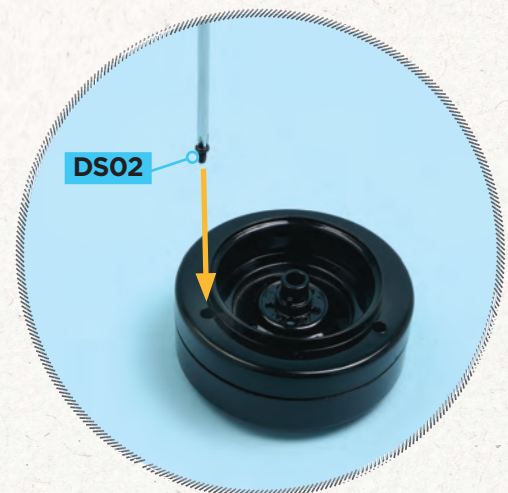
### STEP 2

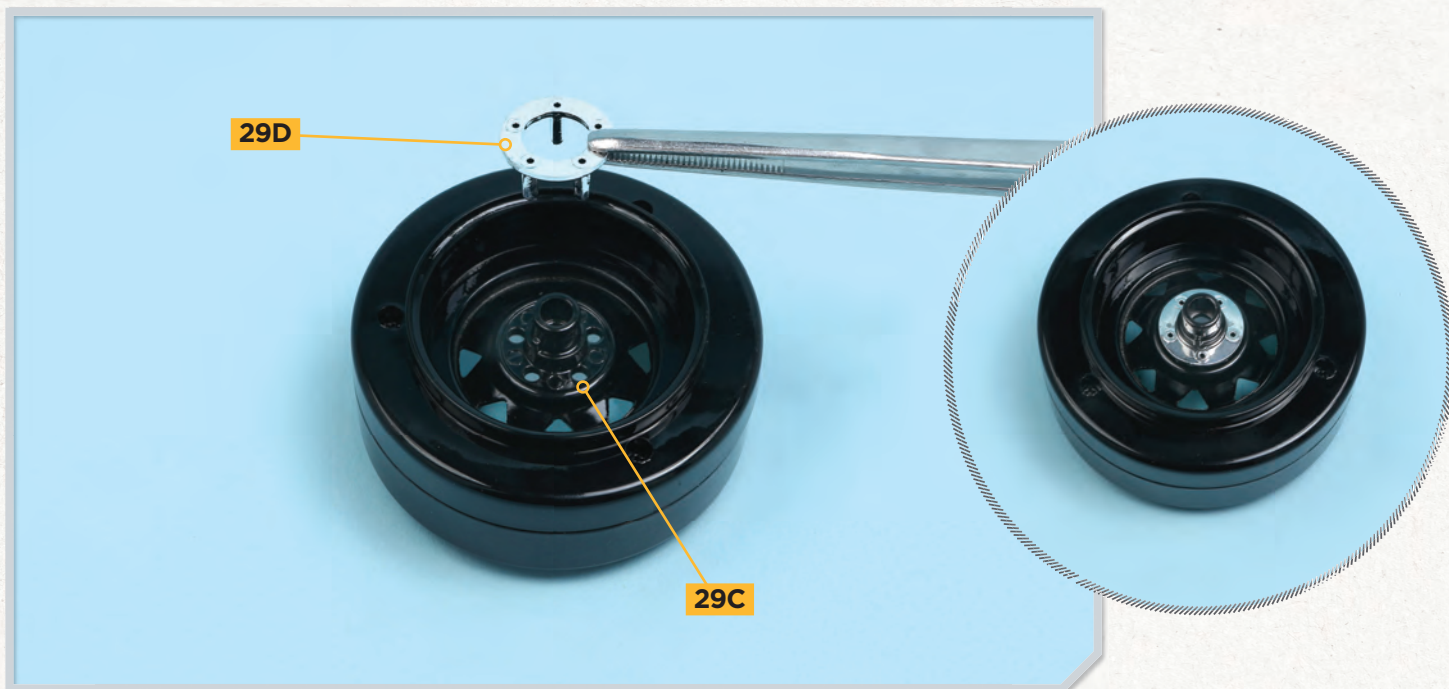
Fit the internal part of the rim **29B** over the assembly from the previous step. Make sure the screw holes on rim part **29B** align with the screw posts on the external rim part **29A**.



### STEP 3

Identify the three screw holes in part **29B** (circled, left). Fix the parts together using three **DS02** screws.





### STEP 4

Fit the wheel nuts **29D** into the centre of the assembly so that the central hub of part **29C** fits through the centre of part **29D** and the nuts pass through the holes in part **29C**.

### COMPLETED ASSEMBLY

The right rear wheel rim has been assembled.



# Bill Hines Remembered

Known by various nicknames including, 'The Leadslinger' and 'The Godfather of Hydraulics,' Bill Hines was a legend in the world of car customising, pioneering many of the essential aspects of a customisation that are still in use today.



**W**illiam Chandler Hines was born on 23 March 1922 in Erie, Pennsylvania. Suffering with a severely deformed spine, the result of spinal kyphosis, at the age of two he underwent surgery to remove two vertebrae. This helped his stance but did not cure his condition.

While he was at high school, Hines preferred his art and auto shop classes to academia and dropped out. In 1941 he found a garage he could rent in Ecorse, Michigan, and set up a custom shop. There he started working with lead body filler. By the late 1940s he was repairing and repainting used cars for a Nash dealership by day and customising other vehicles by night and on weekends. Lead, although

poisonous, was perfect for filling holes and shaping panels on cars. Body shops would melt it with a torch then apply it with wooden paddles. It was later usurped by Bondo (polyester putty) and fiberglass but Hines continued to use lead, giving him the nickname 'The Leadslinger.' "We learned how to use lead fixing cars in Detroit where they slid on ice," he explained in an interview a few months before his death. "We'd lead a whole quarter panel. I didn't learn the lead from anybody, it just came to me."

Hines was initially a hot rodder. He built a 1934 Ford powered by a Flathead V8 with milled heads and would race anyone with it. His first custom was based on his own new 1941 Buick convertible. "I cut the

Cars like this 1934 Ford convertible were favourite models for Bill Hines to work his magic on. This model joined 10,000 other treasured cars for the 'Cruisin' the Coast' event, along the Mississippi beachfront, in 2023.

Bill Hines with Marty Ribits' 1934 Ford, 'The Golden Nugget', at the Detroit Autorama in 2005.



doors down, chopped the top two-inches and moulded all the fenders in. I widened the rocker panels, they had a four-inch rocker and I probably made an eight- to ten-inch rocker panel." He also added fender skirts, Appleton spotlights, single-bar flipper hubcaps and tailfins. "Every one of my cars winds up with fins, I like the fins."

Hines even added a fin in the centre of the Buick's boot lid, later removing it after the ridicule it received. He also repainted the Buick's original turquoise to red, claiming every custom should be candy red with a white interior.

## TRADEMARKS

Another signature car was a 1934 Ford, later called 'The Golden Nugget'. Bill was tasked to turn the rusty convertible into a full custom rod. He gave it a six-inch channel, six-inch sectioned grille, sectioned the rear end and raised the fenders. After it won Best Custom at the 1953 Detroit Autorama, Hines became a mentor to others, including The Alexander Brothers and Dick Dean.



'Lil Bat' was a 1950 Ford that Hines started to customise for a customer. The customer decided he did not want to go ahead, and Hines kept the car as his regular drive, adding the paint finish after he moved to California in 1958.

Twice Hines left Michigan for California, both times visiting George Barris' shop. For his second visit in 1958 he arrived in his wildly tail-finned custom 1950 Ford 'Lil Bat'. Barris was away on a national tour but, after viewing the car, Barris' shop foreman immediately hired Hines to start work the next day.

Bill Hines had a number of specialities and trademarks. Double Frenched antennas sculptured into the car body and sidepipes moulded into the rocker panels were among his signatures. He started experimenting with hydraulic suspensions around 1962 — several years before lowriders popularised it — installing them on a 1959 Chevy named 'Buddha Buggy.' Many more hydraulic suspensions would follow.

Another Hines' speciality was tops. Usually when a convertible was



chopped, a permanent padded top was fitted, but Hines liked his tops to fold down just like the originals, and he was entirely self-taught. "I'd go to bed thinking about them things and I pretty much have all the design when I come to work with 'em. I always had a photographic memory that I could photograph a car or any parts of it in my mind."

In the early 1980s, Bill moved to a new shop in Bellflower, near Los Angeles, and worked there for the rest of his life, often seven days a week. Asked if he'd ever retire, Hines responded, "I'm 94 years old! What am I going to do, lay in bed? No, I'll have a garage as long as I live."

He continued to build custom cars and his business cards read 'King of the Lead'. Hines recreated his Ford 'Lil Bat' and even customised his daily driver, a 1980 Buick Riviera — naturally it had a chopped top and fins. Most photographs of Bill show him with a big cigar in his mouth, a flaming gas torch in his left hand and a stick of lead in his right.

Hines worked every day into his 90s, but was forced to slow down in 2015 following a heart attack. He died peacefully at his home on 20 May 2016 and he was, indeed, working in his garage almost to his final day. ■

Frenched headlights, like these on a metallic silver Ford V8 convertible, were a smooth feature that Bill Hines added to his customisation projects.

# COMING IN ISSUE 30



## • ASSEMBLY GUIDE

The tyre is fitted to the wheel assembly from the previous issue.

## • DESIGNS FOR A NEW ERA

The story of two American sports cars with more in common than vertically rising doors. These vehicles turned car design on its head, introducing new features that were also intended to be safe and economical to run.

## NEW PARTS

Rear right wheel tyre and hub cap.



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