

THE ICONIC FORD FALCON XB GT

SCALE
1:8



The Left Rear Leaf Spring



The California Kid (1974)

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POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 33

ASSEMBLY GUIDE

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The left rear leaf spring for the suspension is fitted to the chassis.

CARS ON SCREEN

7

In *The California Kid* (1974), a customised 1934 Ford three-window coupé takes centre stage as a stranger drives into town to avenge the death of his brother.

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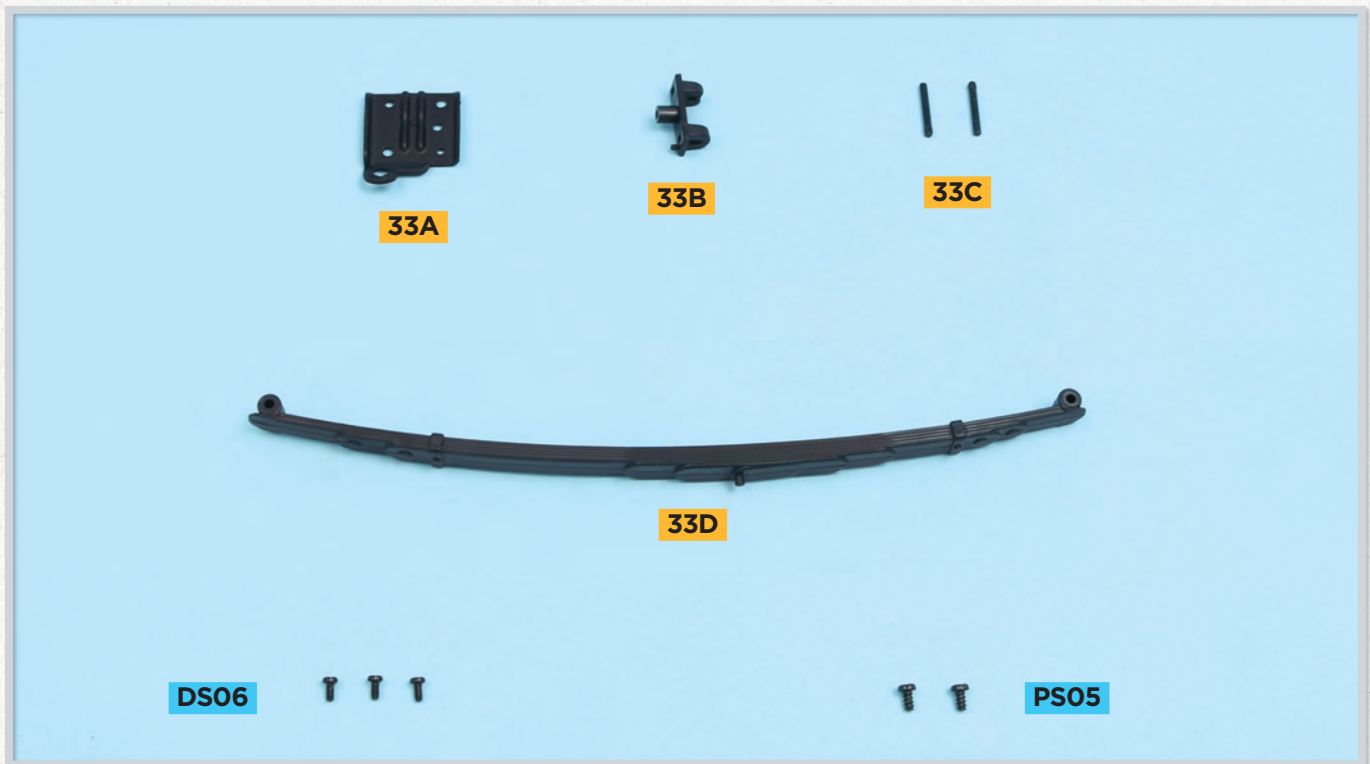
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t=top, c=centre, b=bottom, l=left, r=right, u=upper



Stage 33: Rear Leaf Spring

The left rear leaf spring for the suspension is fitted to the chassis.



Area of assembly



List of parts:

- 33A** Left rear leaf spring plate
- 33B** Leaf spring support
- 33C** Pin x 2
- 33D** Left rear leaf spring
- DS06** Three* 1.8 x 3.5mm PM screws
- PS05** Two* 2.3 x 4mm PB

* Including spare
PM = Pan head for metal
PB = Pan head for plastic

Stage 33: Rear Leaf Spring

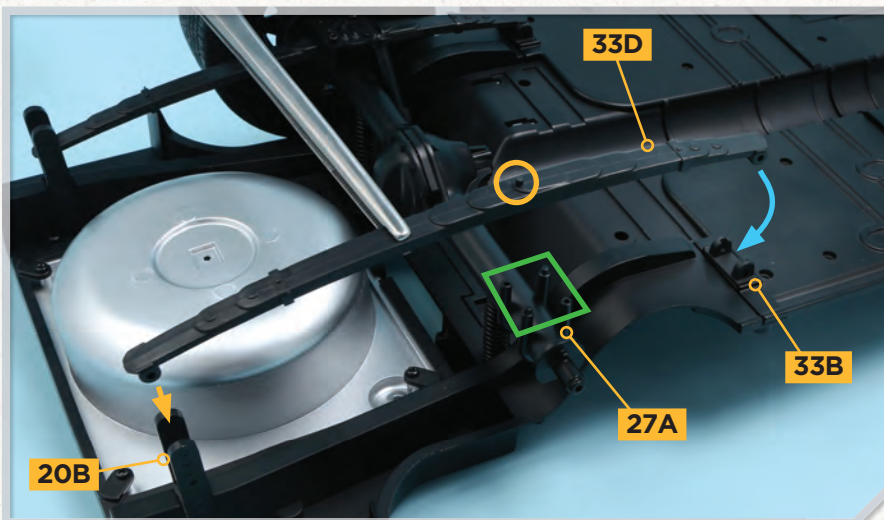
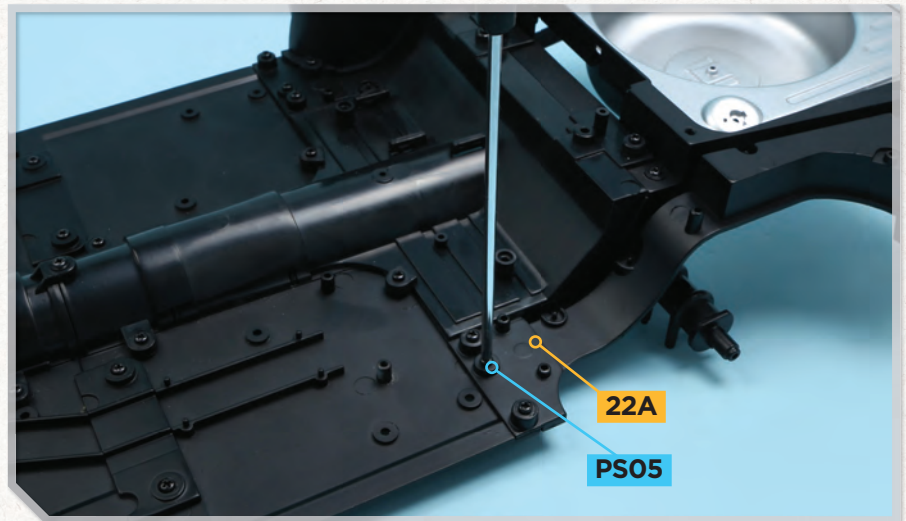


STEP 1

Take the leaf spring support **33B** and identify the fixing point on the underside of the chassis, on part **22A**: it fits inside a rectangular rim, with a screw hole in the middle (yellow arrow); a peg on the support fits in a socket (blue arrow) to help you fit it the right way round.

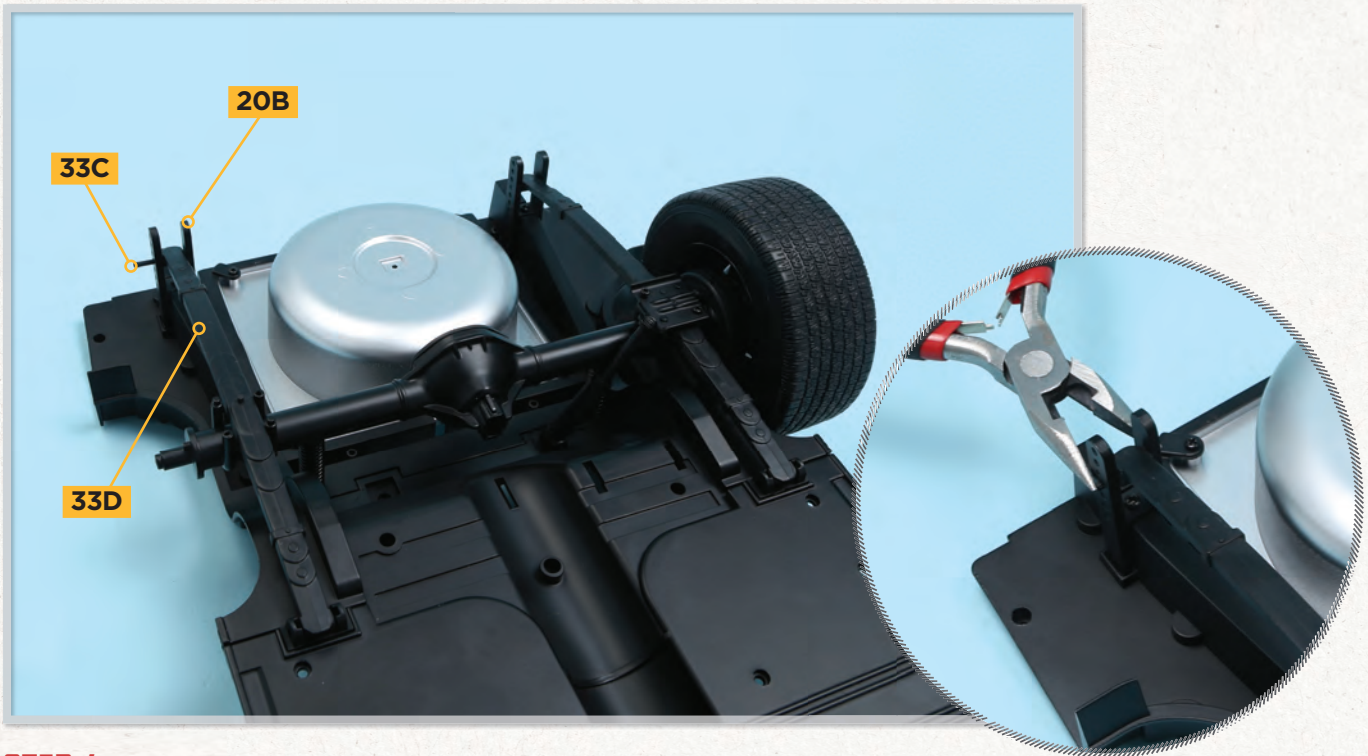
STEP 2

Holding part **33B** in place, turn the assembly over so that you can fix the part in place with a **PS05** screw.



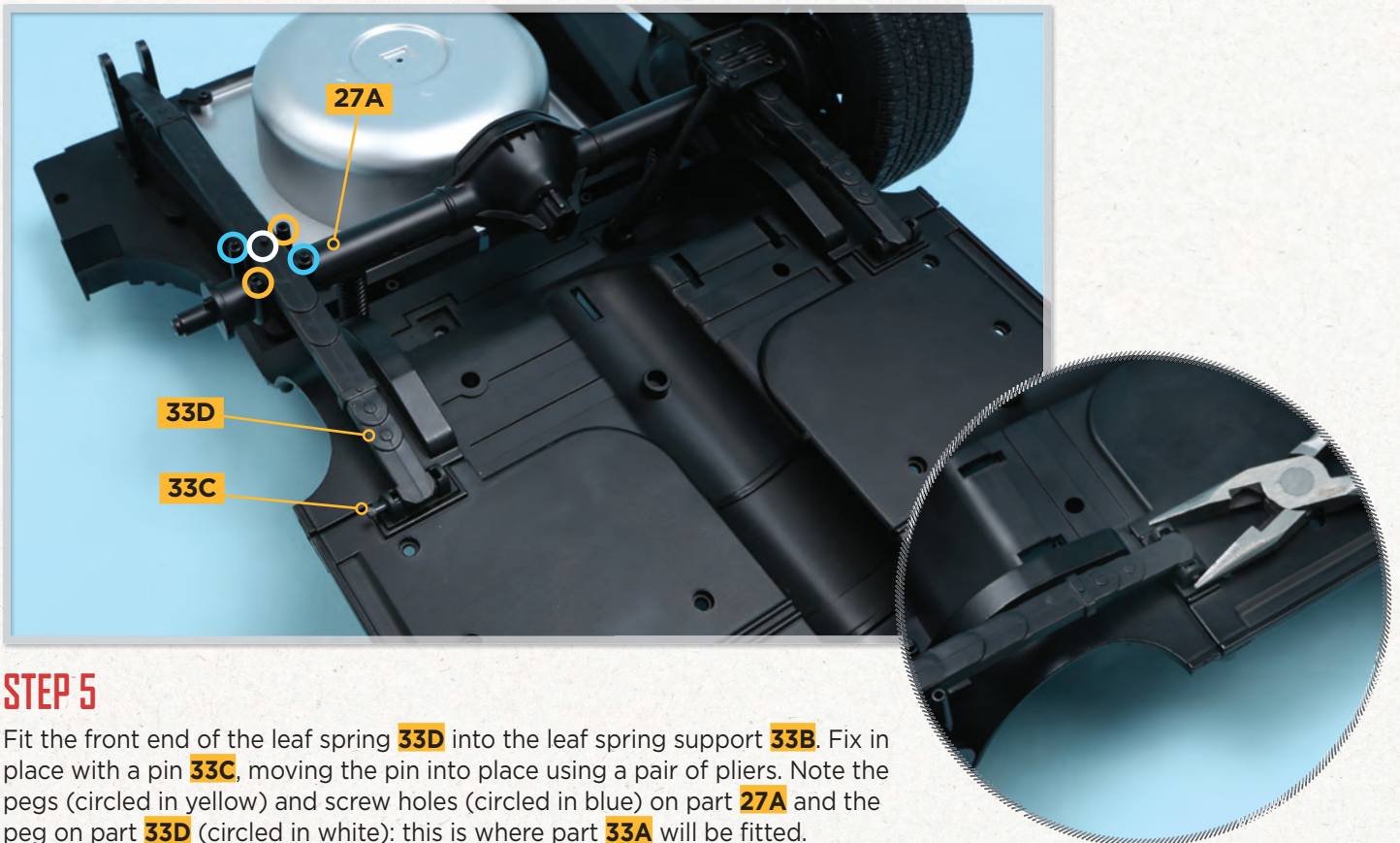
STEP 3

Turn the chassis upside down again and check where the leaf spring **33D** fits: one end fits in the support **33B** fitted in the previous steps (blue arrow) and the other end fits into support **20B** beside the spare wheel housing (yellow arrow). Note the curve of the leaf spring and the orientation: the peg on part **33D** (circled) is close to the upright posts on part **27A** (in the green rectangle).



STEP 4

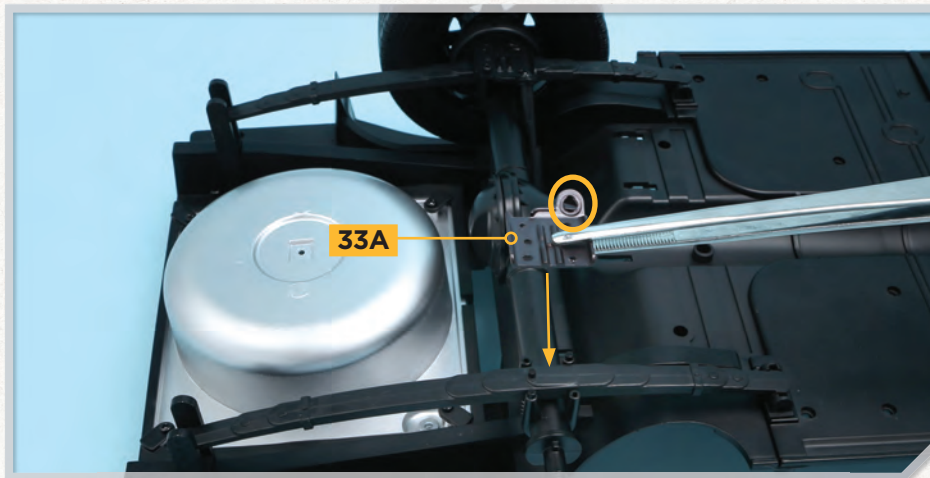
Fit the rear end of the leaf spring **33D** into the left rear leaf spring support **20B**. Fix in place with a pin **33C**. Squeeze the pin into position using a pair of fine nosed pliers.



STEP 5

Fit the front end of the leaf spring **33D** into the leaf spring support **33B**. Fix in place with a pin **33C**, moving the pin into place using a pair of pliers. Note the pegs (circled in yellow) and screw holes (circled in blue) on part **27A** and the peg on part **33D** (circled in white): this is where part **33A** will be fitted.

Stage 33: Rear Leaf Spring

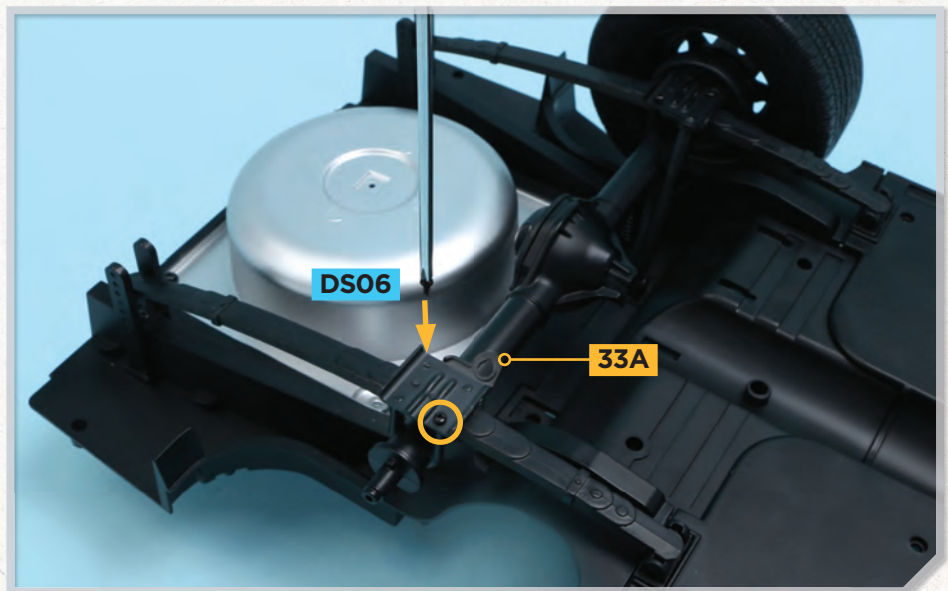


STEP 6

Take the left rear leaf spring plate **33A** and check how it fits on the pegs circled in step 5. Make sure you have it the right way round, with the tab in the position shown (circled). At the same time, screw holes in part **33A** align with the screw sockets in part **27A**.

STEP 7

Fix part **33A** in place with two **DS06** screws.



COMPLETED ASSEMBLY

The left rear leaf spring has been fitted to the chassis.



The California Kid (1974)

In 1958, Clarksberg was a well-known speed trap. During that year seven people were killed trying to outrun the law. Then one day a stranger drove into town...



The Kid's coupé is finished with wild flames painted on the sides and bonnet.

prototypical engine from the yellow 1932 Ford used in *American Graffiti* (1973) is shown, all outlined in black cardboard. The coupé suffered during its two weeks of filming with spins, slides and door slams – one of which broke the door mirror – plus smashed door glass and even flattened front fenders after Sheen stood on them. Yet Chapouris declared it was all worth it.

Sheriff Roy Childress' police car is no slouch either. It's a blue and white 1957 Plymouth Belvedere coupé, obviously V8 powered. The engine is never seen, but is described as having "Everything but the kitchen sink." The front bumper was reinforced with push bars, which Childress uses to ram any driver who won't stop for him. He is fuelled by his hatred for speeders after one ran down his young wife and daughter. McCord takes the '34 out to the curve and practises until he can outdrive the sheriff around it, then he goads him into a chase, knowing that this time the cop will go off the cliff.

This made-for-television movie turned out better than many car flicks of the time, with solid stunt work and car chases, decent acting from the leads and co-stars, who include Michelle Phillips and Nick Nolte. But frankly it's worth watching *The California Kid* purely for that beautiful 1934 Ford. ■

That stranger, of course, is our hero The California Kid. The film's opening scenes show the local sheriff chasing two sailors who are speeding back to base in a jacked up 1951 Ford coupé. When they refuse to pull over, the sheriff runs them off a sharp curve in the road and over a cliff to their deaths.

Martin Sheen plays Michael D. McCord and we soon learn that one of the dead sailors was his younger brother (played by Sheen's real life brother Joe Estevez). McCord's in town to investigate. Before long he spots the wrecked '51 Ford in the local junkyard and realises sheriff Roy Childress (Vic Morrow) is responsible for all the deaths.

Fortunately, McCord is not only an excellent driver, he also has an incredible car. A black, hot rodded,

roof-chopped 1934 Ford three-window coupé. The stunning Ford was built by Pete Chapouris, soon to be part owner/founder of famed hot rod specialist Pete and Jakes, and was initially intended to be a white fender-less coupé. The finished car was impressive and hit the cover of the November 1973 issue of *Rod & Custom* magazine where the film's producer, Howie Horowitz, saw it just four days before filming began.

DETAILS FOR THE 1950s

Corvette side exhausts were bolted on and the Halibrands swapped for red steel wheels with caps. When the sheriff asks to see the engine, the 302ci small block powering the coupé would have looked too modern, since the film is set in 1958, so the more

COMING IN ISSUE 34



• ASSEMBLY GUIDE

Work starts on assembling the rear left wheel by putting the wheel rim parts together.

• DESIGNS FOR A NEW ERA

The original Mini was an engineering marvel that caught the zeitgeist perfectly. Lack of speed and comfort didn't matter because the car was just brilliant fun to drive.

NEW PARTS

External part of wheel rim, internal part of wheel rim, central part of wheel rim, wheel nuts and screws.



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